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9.30 „	„ 11.00 „	„	15 „
11.30 „	„ 12.30 p.m.	„	15 „
12.30 p.m.	„ 2.30 „	„	10 „
2.30 „	„ 5.00 „	„	15 „
5.00 „	„ 8.10 „	„	10 „

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11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
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TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 2 A. Local.	No. 4 Through Express	No. 7 Local.	No. 9 Through Express.	No. 11 Local.	No. 13 Through Express.	No. 17 Local.	No. 19 Local.	No. 25 Local.
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai She Tau) dep.		7.30		8.35		5.30			
HUNG LUNG — arr.		8.40		11.05		6.45			
— dep.		7.35		11.17		5.35			
Shum Chun — arr.		10.50		2.05		8.50			
— dep.	5.57	10.52	8.10	4.57	11.45	8.45	1.06	5.56	8.11
Sheungshui — dep.	7.16	—	9.16	4.57	11.51	—	1.06	5.10	8.17
Fanling — dep.	7.27	—	9.31	5.13	11.56	—	1.10	5.14	8.22
Taipo Market — dep.	7.45	—	9.38	5.24	12.08	—	1.20	5.24	8.33
Taipo — dep.	7.52	—	9.47	5.30	12.09	—	1.27	5.30	8.39
Shatin — dep.	8.04	—	9.50	5.14	12.22	—	1.40	5.43	8.53
Fanstad — dep.	8.17	—	9.06	5.20	12.28	—	1.46	5.49	9.00
Homchun — dep.	8.23	—	9.10	5.25	12.31	—	1.50	5.53	9.04
KOWLOON — arr.	8.38	11.10	9.18	5.39	12.44	7.25	2.02	6.07	9.19

UP TRAINS

Stations	No. 1 Local.	No. 6 Through Express.	No. 8 Through Slow.	No. 10 Local.	No. 14 Local	No. 16 Local	No. 18 Through Express.	No. 21 Local	No. 23 Local.
	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.
Last Ferry leave — H.K.	6.25	7.55	8.05	10.15	11.55 a.m.	1.05	1.05	4.35	6.05
KOWLOON — dep.	6.46	8.10	8.20	10.32	12.05 p.m.	1.18	2.21	4.50	6.20
Hunghom — dep.	6.50	—	8.23	10.37	12.09	1.22	—	4.53	6.23
Yaumati — dep.	6.57	—	8.33	10.43	12.09	1.28	—	5.03	6.30
Shatin — dep.	7.09	—	8.45	10.56	12.22	1.40	—	5.16	6.42
Taipo — dep.	7.22	—	10.00	11.09	12.35	1.53	—	5.27	7.01
Taipo Market — dep.	7.26	—	10.07	11.13	12.39	1.57	—	5.31	7.05
Fanling — dep.	7.37	—	10.19	11.23	12.47	2.07	—	5.41	7.15
Sheungshui — dep.	7.41	—	10.23	11.27	12.50	2.11	—	5.45	7.19
Shum Chun — arr.	7.46	8.50	10.29	11.32	12.55	2.16	2.57	5.50	7.24
— dep.	—	8.55	10.30	—	—	—	3.02	—	—
SHEKLUNG — arr.	—	10.25	1.55	—	—	—	—	—	—
— dep.	—	10.40	2.15	—	—	—	—	—	—
CANTON (Tai She Tau) arr.	—	11.50	3.10	—	—	—	5.45	—	—

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Shataukok	arr. 9.45	12.55	3.15	6.55	Fanling	arr. 8.00	11.15	2.00	5.55

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[1564

KOREA TO-DAY.

LAND OF THE MORNING CALM.

JAPAN'S PROBLEM.

Mr. J. O. P. Bland writes in the *Times*:—

Pre-eminently amongst the cities of the ancient East, Seoul is a sermon in stones, which the stranger within its gates may read, mark, learn, and inwardly digest.

I know of none which teaches more forcibly the old, old lesson of the sins of the fathers, or which suggests such inevitable reflections concerning the mysterious forces that form the character and mould the destinies of nations. The Imperial City at Peking tells its own impressive tale of splendid isolation and departed greatness, but China is still mistress in her own house, and though her present state political be rotten, it does not carry the same conviction of utter helplessness, of dignity pathetic in irretrievable adversity, as that which impresses itself upon one in Korea. There is something in the very sadness and silence of this white-robed race of passive resisters, something in the stoic dignity of their monument and men, which compels our instinctive sympathy and respect; and yet when all is said and done, the problem of self-determination for Korea remains, humanly speaking, as far removed from solution as the federation of the world and the brotherhood of man.

Chaperoned by the courteous secretary of the South Manchurian Railway (a kindly soul, addicted to scholarly researches in orthodox Buddhism), I saw the sights of modern Seoul and compared it in my mind with the city as I knew it long ago, before Japan had forced China to abandon her suzerainty over the Hermit Kingdom, and again later, before the Russo-Japanese war, when the Korean King assumed the title of Emperor, and, for a breathing space of ten years, the country was free to manage its own affairs. I remembered how, in 1898, the people had demonstrated their discontent with their own rulers, sitting silent in their thousands before the Palace day and night for 14 days.

TOO PROUD TO FIGHT.

I remembered, too, that when Japan fought, first China and then Ruskia, for supremacy in the peninsula, the attitude of these dogged conscientious objectors was ever that of unconcerned spectators. Remembering these things, one understands something of the nature of the tragedy of Korea, the pitiful destiny of a people too proud to fight, whose home is the strategic keyland of North-Eastern Asia, and a predestined bone of contention between the Powers that struggle for the mastery of the Pacific.

As I stood in the great Audience Hall of the old Palace, untenanted now and open to the winds of heaven, yet splendid in decay, and called to mind the history of this people since those far-off days when Korea aspired to lead the East in art and learning; as I looked out upon the triumphs of incongruous modernity with which Japan has decked the hill-girt city (her banks and barracks, her hospitals and huge hotels), dominating, like alien giants, the clustering hovels of the native-born, it seemed to me that this empty Audience Hall fittingly typified the last scene in a drama of inevitable destiny.

They showed me the "Government General Museum," housed in the ancient and venerable precincts of the Palace; also the delectable pleasaunce and rustic retreat which has been set apart for the use and behoof of Prince Yi, further consoled for the loss of his Throne by a lieutenancy in the Japanese Army and the hand of a beautiful Japanese Princess. I saw the preparations for his Highness's wedding (that ill-omened marriage of which the people speak in whispers)—furniture and embroidery and bowls of silver, being made by native workers under the direction of Japanese craftsmen. They showed me model schools where Korean boys and girls are being taught to look upon Japan as their spiritual home, and many other cogwheels in the ingeniously devised machinery of assimilation.

NATIONAL MOVEMENT.

But in all the highways and byways of the city I saw evidence of the dogged conservatism of the race, and proof of the fact, which the Japanese themselves are beginning to appreciate, that this very policy of assimilation has breathed a new spirit of life into the passive resistance of the Koreans and aroused in them a strong, though still non-combatant, ardour of nationalism. They may bow to the presence of the alien invader, they may even admit that his progressive administration has increased the material prosperity of their country, but they firmly decline to admit the superiority of Japan's intellectual and moral culture; they refuse to be assimilated, and their refusal has assumed the force of a conscious national movement.

Despite its recent trials and tribulations, despite the strong hand of a ruler that respects neither topknots nor tutelary gods, old Seoul still preserves the philosophic dignity which is the birthright of the Land of the Morning Calm. Here, as elsewhere in the East, one may note the disastrous results of putting new wine into old bottles; uncouth new clothes and unpleasant new manners, imported from the West strike the same discordant note in Seoul as they do in Tokyo and Peking. But these things are exotic and transient; they have no roots in the real life of the nation.

The soul of the Korean people, like that of the Chinese, stands steadfast in the ancient ways, deep-rooted in its own ancestral beliefs, and contrives withal to preserve a certain stoic kind of geniality. It is a race of husbandmen that has eaten too often of the bread of affliction to allow itself to be provoked to desperation. It is, no doubt, often slothful in business, overprone to politics and plottings, much given to strong drink; but you have only to observe the placidly determined faces of these straight-backed men—especially the elders of the people—and their confident gait, to realize that here still wars run deep. And it is not only on the faces of the men that you discern something of the difficulty of the problem which Japan has to solve in Korea; as a passive resister, the female of the species is more deadly than the male. I caught a glimpse of this truth, subtle and significant, at a private performance of Korean *geisha* given by my Japanese hosts.

KOREAN GEISHA.

It was after an informal dinner at the residence of the Civil Governor, Dr. Midzuno, that one of his secretaries (possibly realizing that the thread of our political conversation was wearing rather thin) suggested a visit to the Taisho Kemba, a high-class *geisha* entertainment under Japanese management or "control." Never having seen Korean *geisha* dance, I welcomed the opportunity; and so we left unsolved the problems of militarism in high places, of self-determination and the League of Nations, and speedily found ourselves driving in his Excellency's comfortable motor-car through the silent streets of old Seoul. We alighted at the entrance to a narrow alleyway, running darkly between mud huts, that brought to mind the purlieus of the old Chinaman quarter in the shadow of the city wall at Peking.

There was something furtive, almost sinister, in this approach to a reputed shrine of Korean musical and dramatic culture; not a light shone, not a voice sounded from any of the squalid houses past which we groped our way. We, too, moved silently, for the snow lay deep between these close-built walls. Finally, turning the corner of a house which, in the darkness, looked like all the rest, we came to a door over which a flickering lantern hung; here our guide knocked, a bolt was drawn, and we passed from the bitterly cold night into a long narrow room, furnished at one end with charcoal braziers and chairs for the audience, and as to the rest, fitted for the dance with soft clean matting and sliding panels *à la Japonaise*.

The honours were done by the Japanese manager or *impresario* of the *geisha* administration; except the performers and two attendants, no Koreans were present. There were six dancers, girls still in their teens, said to be the fine flower of Seoul geishadom. They wore the elaborate headgear, the quaintly stiff but comely costumes of old Korea—high girdled waists and voluminous, many-coloured skirts—and they danced slow and stately measures, with flawless precision, to the sound of samisen and drum, dances intended to symbolize either the poetry of nature or some episode of legendary romance. Their conventionally painted faces, like those of all Oriental dancers, were as masks, all cast in the same mould of sphinx-like inscrutability, but as women they lacked the little airs and graces, the butterfly daintiness and spontaneous gaiety of the Japanese singing girl. Indeed, as entertainers, they were distinctly heavy, and when, between the dances, they came, as in duty bound, to chat with their guests and drink a cup of saké, they did it perfunctorily and with a courtesy so studied that it became oppressive. Not theirs the bird-like chatter and light-hearted laughter with which the *geisha* of Tokyo entertain their guests.

Our friend the secretary ascribed the solemnity of the proceedings to the reticent stolidity which is natural to the Koreans, but to me it seemed—and I saw several incidents and gestures to confirm the impression—that these daughters of the Land of the Morning Calm were not so much on their dignity as on the defensive, and that behind these inscrutable masks there lurked the soul of a race whose patriotism drinks deep at the well of memories and dreams. As we walked back to the most sumptuous hotel in the Far East (a very fine piece of window-dressing) I asked one of our hosts if these women never smiled? "Oh, I thing so," he replied, "but not so much with strangers."

It will take some time and tact, methinks, to assimilate a people whose dancing girls decline to smile for the invader.

COMMISSAR OR CLERK?

A FRIEND OF THE BONNOT GANG.

PARIS, August 31st.

The identity of Kilbatchich, who is reported to have been promoted to the rank of Commissar of the Central Soviet Committee at Moscow, has been the subject of a French inquiry. There is good reason to believe that he is the Russian who concealed the motor bandits of the Bonnot case, and for this underwent five years' imprisonment.

His wife, Mme. Rirette Maitrejean, a former *directrice of the Anarchie*, admits that he has been in Russia since January, 1918, and his letters show that he is holding a high position, for he wrote on July 27th:—"My lot has been fortunate. I doubt if, in this Russian torment, any man could live more calmly and with a clearer conscience than I."

That an accomplice of murderers should be holding such a high post of confidence in Soviet Russia naturally upsets MM. Cachin and Frossard, for it damages their cause. The latter has explained at great length that Bonnot's accomplice could not be the Kilbatchich who, after being successively Secretary to Maxim Gorky and to Lenin, and then Tchitcherin's *Chef de Cabinet*, has attained this high post, for the man of motor bandit fame was actually seen by him working in Moscow as a mere clerk, under the name of Victor Serge, in a Soviet Government office. There can be no blame upon the Bolshevists for having such a man in their employment, for in Russia men of many persuasions work in official posts in order to get their daily bread.

M. Maverna, a prominent Socialist, is, however, not satisfied with M. Frossard's statements and remarks in the *Humanité*. "If this former accomplice of the Bonnot case—he is moreover a proved spy, is playing an important part over there—and at the side, perhaps, of others 'tarred with the same brush—much foolishness is explained away."—*Times*.

TELEPHONES TO SHIPS.

COMING DEVELOPMENTS.

WONDERS OF WIRELESS.

Further details of the possibilities surrounding the working agreement arrived at between the American Telephone and Telegraph Company and the General Electric Company of America are available in a statement issued in New York by Mr. H. B. Thayer, the president of the American Telephone and Telegraph Company.

"It is believed," Mr. Thayer states, "that the art of electrical communication by wire and radio transmission will be advanced practically and beneficently by the contract by which, through an exchange of licences, the patents and scientific developments of both companies are made jointly available.

"Lastly January both companies received letters from the Bureau of Steam Engineering of the United States Navy Department referring to the wireless situation and saying: 'The Bureau has consistently held the point of view that interests shall be best served by some agreement between the several holders of permanent patents whereby the market can be freely supplied.' The letter also urged the necessity of some such arrangement so that ships at sea may get the benefit of the latest devices which would contribute to their safety and the safety of their passengers. The Bureau further states: 'In the past the reasons for desiring that arrangement have been largely of monetary considerations. Now the situation has become such that it is a public necessity that such arrangements be made without further delay, and this letter may be considered as an appeal, for the good of the public, to remedy the situation.'

"Negotiations were commenced between the two companies with a view to the exchange of licences so that the General Electric Company and the Radio Corporation of America, with which it had become interested, would be able to further the development of the art of radio transmission, and especially of wireless telegraphy, and the American Telephone and Telegraph Company could employ in its present nation-wide system such radio apparatus as is adaptable to wire transmission, and further, could supplement its wire system with wireless extensions, where particularly adaptable, as between the shore and ships at sea. Much has been done in radio communication which can be made fully effective in the public service only by this co-operation of the several interested companies.

"The world-wide wireless system of the Radio Corporation and the universal service of the Bell system are thus brought into a harmonious relation that will facilitate the use by the public of the present wireless telegraph facilities of the Radio Corporation, and, as the art advances, will enable the American Telephone Company to extend its telephone service to ships at sea and to foreign countries. The public interest lies in the fact that by an exchange of licences as suggested by the Government the patents of each company will be utilised to greater advantage, and the progress of the art of electrical transmission and communication will be accelerated in America as in no other country.

"The American Telephone and Telegraph Company, in order better to carry out the purposes of the recent agreement with the General Electric Company to co-operate in advancing the art of radio transmission and communication, has purchased a minority interest in the Radio Corporation of America. Mr. W. S. Gifford, vice-President of the American Telephone and Telegraph Company, has been made a director in the Radio Corporation of America."

Mr. Edward J. Nally, president of the Radio Corporation of America, who is leaving London for New York, on being shown the above statement added:—

This arrangement also opens up for the Radio Corporation of America wide possibilities of land line communication which will enable this corporation to reach the large and important centres of the United States in competition with the Western Union and the postal companies. The Radio Corporation, which so far has had to rely for the inland distribution of its traffic on existing land telegraphs, will possess under the new agreement independent facilities.

CONSTITUTION OF FIUME.

"ITALIAN REGENCY OF THE QUARNERO."

FIUME, August 30th.

Signor D'Annunzio, the Commandor of Fiume, has to-day published the text of the Constitution of the new State, called "the Italian Regency of the Quarnero, which has been constituted for the town of Fiume and for the islands which belong to Venice by the tradition of centuries."

This Constitution may be applied to neighbouring islands that desire to adhere to it. It may be revised every seven years, or when amendments are demanded by a third of the citizens. It guarantees to all citizens, without distinction of sex or race, liberty of thought, speech, Press, meeting, and religious or other association.

Further, the Constitution guarantees the inviolability of every citizen's house, *habeas corpus*, a minimum wage, grants in case of illness or unemployment, and old age pensions. It establishes direct proportional representation and the right of referendum and petition. It establishes and regulates communal autonomy, the election of judges, general military service, and the institution of a free port open to all friendly nations.

The Council is composed of representatives of trade unions, seamen, employers, employees in private establishments, whether technical or administrative, officials, professors, liberal professions, and the co-operative societies. Thus composed, the Council formulates and decrees the laws relating to economic matters and to labour discipline. The executive power is in the hands of seven rectors, elected annually.

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DINNER DANCE
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Tickets for Tea Dance.....$1.00
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COUP D'ETAT IN PEKING.

CHANG TSO-LIN'S SENSATIONAL MOVE.

ATTEMPT TO RESTORE MONARCHY?

Several telegrams reached the Colony yesterday from Shanghai containing reports pointing to another monarchical *coup* at Peking. A cable, from Shanghai, received by the *Chinese Commercial News* stated that General Chang Tso-lin, the Military Governor of Kirin, had proceeded to Peking "to attempt the restoration of the young Manchu Emperor to the Throne." Considerable forces controlled by this Tuchun have been in the neighbourhood of the capital since the conflict occurred between the Anfu and Chihli factions a few months ago. He was the leader of the move against the Anfuite faction. Other Shanghai cables speak of "an unauthenticated and undetailed rumour of the overthrow of the Peking Government" and the seizure of the capital.

Up to the time of going to press, no cable had reached us from our own correspondent in Peking. We understand that the telegraph service to the capital is subject to "little or no interruption," and we can only conclude that the absence of detailed and authentic information must be due to the establishment of a censorship over news of what is happening.

The cables from Shanghai also bring alarming reports about the President of the republic. One says he is "seriously ill, and another speaks of his alleged flight or assassination.

General Tsao Kun, Tuchun of Chihli, is stated to have made his escape to the south.

This General has hitherto been reported as working in co-operation with General Chang Tso-lin, and attended with him the secret conference with the Premier which took place at Tientsin last month "to arrange" the settlement of the situation." Among the decisions reached at that conference was one that the Government should defray the war expenses incurred by these two Generals, to the total amount of $22,000,000, paying $4,000,000 to begin with, and the remainder within the next three months.

KIANGSU TUCHUN COMMITS SUICIDE.

It is definitely reported from Shanghai that General Li Shun, the Military Governor of Kiangsu, has committed suicide, by shooting himself with a revolver. He left a letter addressed to the officials asking them to appoint another man in his stead.

A telegram to the *China Mail* says this tragedy occurred on Tuesday at Nanking, and that letters were found stating that he was heartbroken at his inability to save his country and that his sacrifice was for the sake of the nation. He leaves half his fortune to famine relief and education.

The cables report Shanghai to be much excited over the news.

GENERAL CHANG TSO-LIN.

General Chang Tso-lin was the man who drove the Anfu faction from power last July. It is interesting to recall that in an interview he then gave to foreign newspaper correspondents he said his purpose was the unification of China. He then said that the report that he was fighting to restore the Manchus was an absolute lie. He remarked that General Chang Hsun (who attempted it in 1916) admitted that the idea of a Manchu restoration was hopeless. General Chang further denied that he sought the Presidency or the Vice Presidency. The Manchurian Provinces, he said, occupied his whole time, and his one desire was to develop their industries and resources.

A MAN OF MANY PARTS.

At the time General Chang Tso-lin thus came into prominence, Mr. J. O. P. Bland, wrote a character sketch of him for *The Times*, and the reproduction of the following paragraphs will possess an interest for many readers now:—

Chang Tso-lin, (he wrote) like most of the present-day rulers of China, is, comparatively speaking, young for the high post he fills, being now in his forty-seventh year, but he owes the three Manchurian provinces in the hollow of his hand. As I talked with him, in his richly-furnished reception room of his Mukden *yamen*, of the various topics of the day—or the state of affairs at Peking, the possible disbandment of his Tuchun's troops, the recrudescence of the opium traffic, Japan's claims to "special interests" in Manchuria and Shantung, and other delicate questions—I began to understand something of the secret of his rapid rise to power, something of the qualities that have carried his name and fame from Kirin to Canton. Down south, they will tell you that in the old Manchu days Chang was a "hung-hu-tzu"—that is to say, a leader of banditti. It may be so, for he is undoubtedly a man of many parts. But apart from his reputation for Draconian methods of administration and untiring energy, there was nothing suggestive of the "hung-hu-tzu" in the Tuchun of Mukden. A slender figure, his sober civilian attire and carefully chosen speech indicated rather the scholar, and even *dilettante*, of the classical type. But beneath the polished surface you realise the energy and courage of the man, the amazing swiftness and lucidity of his brain power; and you realise also that the qualities which bring a leader to the front in China to-day are the same as they were a thousand years ago—namely, those which appeal to the instinctive respect of the masses.

Chang's methods of administration (some of them by no means over-scrupulous) conform as closely and as cleverly to the workings of the race-mind as did those of the great Empress Dowager, ever a model of Oriental statecraft. He has the subtle instinct of the super-mandarin, which tells him just how far he may go without undue risk, in any direction; and in the matter of official trading his countrymen (no mean judges) regard him as a positive genius.

BANKER AND MERCHANT.

He manages his own bank, his own farms, has a finger in every commercial enterprise, and his influence is felt, like a live wire, throughout the three provinces. As banker and Tuchun combined, his methods of dealing with his competitors in local finance appear to be somewhat drastic. It is reported, for example, that when certain local banks engaged in a combine to control exchange in a manner unduly profitable to themselves, Chang called a meeting of those chiefly concerned, and, in his *rôle* of Tuchun, genially intimated that any further attempt to corner the cash market would result in the summary execution of the offenders. The stock of the Tuchun's own bank has been a "good market" ever since. In the bean trade, the rice trade, the timber business, and the operations of the railway transport companies the supple hand of Chang Tso-lin pulls the strings, and his privy purse takes toll. Not only in Manchuria, but at Peking and down south, his emissaries are many and active. If report speak truly, they play a leading part in the speculative but profitable opium traffic. Chang's troops are regularly paid, and he sees to it himself that they are well fed, for he runs his own commissariat. Discipline is good, with the result that throughout Manchuria to-day law and order are maintained and productive industry encouraged. Here, before our eyes, we have an object-lesson of the simple truth that it only needs the strong hand of effective authority—benevolent despotism, in fact—to make and keep China prosperous. There are no bandits in Manchuria to-day, and if the average Tuchun were like Chang Tso-lin, there would be none in China.

SITUATION AT CANTON.

TWO TUCHUNS FUNCTIONING.

The latest news from Canton is that Tuchun Mu has not yet departed. There appears to be either some difficulty about raising the money that has been offered to him, or there is an indisposition on both sides to trust each other. On the one hand the Tuchun probably thinks that if he goes without the money in hand he may never get it; and the other parties possibly hesitate about parting with the money lest the Tuchun should not fulfil the promise to quit. But if that is the case, no doubt the Consular Body would be prepared to act as stakeholders in the matter.

At the present time Tuchun Mu seems to be functioning in one half of Canton, and Admiral Tang whom the public organisations appointed to succeed him, is functioning in the other half, the river serving as the boundary line.

ALLEGED SOLICITING.

MISTRESS TO BE ARRESTED.

Sergeant Shaftain of No. 2 Police Station charged a Chinese before Mr. C. N. Orme with soliciting for the purpose of prostitution. The defendant was alleged to have accosted two naval men in Arsenal Street, Wanchai, and offered to take them to a lady brother. He was seen accosting the men by Lance-Sergeant Woods who arrested him. The defendant, said the Sergeant, refused to give the Police any information about himself or his mistress.

The Magistrate: Do you think she has run away?—No. But we do not know where she lives.

The Magistrate (to the defendant): Do you know where the woman you alleged told you to accost the Europeans lives?—Yes.

Can you find her?—Yes.

Sergeant Shaftain said that possibly some of the woman's friends were present in Court, and they would straightaway inform her of the proceedings, and she would abscond before the Police could get her.

The Magistrate admitted that that was quite possible, but it would not do any harm to try and get her. He remanded the case until Friday.

CRICKET TOPICS.

BY "NOT OUT."

The meeting of the Cricket League, held on Tuesday, did not prove to be half as interesting as was anticipated when it seemed likely that two divisions of the League were to be organised. At the last moment, however, several teams who had signified their intention of entering, dropped out, and now there will be only one League, and that, too, a short one. Only nine clubs have entered, namely, the R.G.A., the I.R.C., Kowloon, Hongkong C.C., Staff and Departments, Civil Service, Craigengower, the C.R.C., and the University. Each plays the other once. As the inter-port matches will prevent the starting of league cricket till the middle of November, one does not feel half so disappointed at the lack of entries as might otherwise have been the case, but it is to be hoped that next year all teams will buck up and make the League an interesting event.

One of the main reasons for some of the clubs withdrawing, is insufficient grounds. This has long been a grievance in Hongkong which merits the attention of the Government.

Writing of grounds, the Indian Recreation Club are facing a difficult problem at the present moment with regard to the allocation of the ground they had used for fourteen months to another club. I do not think it is fair on the part of the authorities to treat the Indian community in such a fashion, especially as they had been put to much trouble and expense in getting the ground into good condition. The unfairness of the action on the part of the Recreation Grounds Committee is intensified by the fact that it was an eleventh-hour decision, just when the League was about to commence. If a meeting had been held at the end of the League season, and the Indians allocated a new site, then, arrangements might easily have been made for laying out the new ground and putting it in a condition to enable League matches to be played. As it is, the Indians are now, in vulgar language, between the "devil and the deep blue sea," and all sportsmen will sympathise with them.

It is indeed a pity that the Navy, and the R.E. and I.A. have dropped out of the league. The last-named team, in particular, did so well last season, that it was a toss up as to whether the R.G.A. or the R.E. and I.A. were going to carry off premier honours. I believe that the decision of the Navy and the R.E. and I.A. was arrived at only a few weeks ago, when it was discovered that, owing to frequent changes, it was difficult for either to be represented on the League in such a manner as to meet other strong teams which have entered. As regards the Wiltshires, every cricketer in the Colony will feel sorry at their decision, for the Wilts. have a team that can give a good account of themselves. Their decision, I understand, is due to the holding of inter-company competitions. The Police and the Club de Recreio, too, are unable to enter teams, but all these clubs are willing to play friendly matches.

The fact that Singapore is sending up an inter-port team has added a strong interest in the selection of the team to represent Hongkong. Monday's match was an interesting trial as the Colony's best aggregation was seen in the field. The fielding and bowling were very good, but the same cannot be said of the batting, for the best of the batsmen failed to do as much as was expected of them. T. E. Pearce's innings was a fine display, marred, however, by two chances. G. R. Sayer looked good for a big score when he was unfortunately run out. Of the bowlers R. E. O. Bird and Major Edwardes were the best of a good lot. E. B. Reed proved to be a valuable change bowler. Capt. Davies aided in keeping the score low, but was unable to get through the batsmen's defence. Harris is a pretty useful bowler and Sayer, Spinks, Farthing, Hammond and de Rome can be depended on to take wickets on their day. Of the fielders, Bagnall and Sayer shone out prominently, with Pearce and Blaker just as good. Lt. Franks is a good wicket-keeper, standing close up to all bowling, and E. L. Braga should do well at wickets with a little training. The team I pick out as the best to represent Hongkong is R. Hancock, T. E. Pearce, G. R. Sayer, R. L. D. Wodehouse, P. H. Davies, W. C. D. Turner, E. B. Reed, Lt. Franks, Major Bagnall, Major Edwardes, R. E. O. Bird, with Capt. Oliver, F. J. de Rome, Sgt. Harris, Capt. Spinks, J. Walker and C. Blaker as reserves.

A meeting of the Entertainment Committee in connection with the arrangements for the inter-port teams was held at Government House on Tuesday.

BREACH OF CONTRACT.

CLAIM FOR THE NON-LETTING OF PREMISES.

In the Summary Court, yesterday, before Mr. Justice Wood, the Kwong Sang firm sued the Nikko firm for $1,000 as damages for breach of contract to let a portion of the Hongkong Hotel buildings. They also claimed costs of the action.

Mr. A. del Arculli appeared for plaintiff and Mr. J. H. Gardiner for defendant.

Mr. Arculli, opening the case for his client, stated that both parties were curio-dealers. In August last, plaintiff, who had to give up possession of the old Post Office building at the end of this month, approached defendant with a view to the letting of part of the shop. The defendant promised to consider the matter, but nothing was heard about it until three weeks later. The defendant then informed the plaintiff that he could no let a part of their own shop, but promised to let the premises now occupied by Messrs. Brower & Co. There was no correspondence up to that time. Certain terms were verbally arranged and the parties agreed to the drafting of a lease which plaintiff undertook to get ready. The draft was submitted on September 9th to defendant who wanted plaintiff to take possession on Sepember 15th. When plaintiff called at the office for defendant to take him to Mr. Arculli's office, defendant put him off till the evening. Plaintiff then spoke to Mr. Arculli who wrote to the defendants and received a reply, declining to complete the transaction. Plaintiff had not been able to get other premises. The lease was for three years. Messrs. Brower & Co. were to be given six months' notice and that accounted for the fact that the lease was dated for March, 1921.

Plaintiff then gave evidence.

Cross-examined by Mr. Gardiner, plaintiff denied, that defendants promised to decide the matter on September 15th. Plaintiff was anxious to take possession of the new premises as he would have to vacate his old premises at the end of this month. On September 15th defendant told him that the premises were let to Cherry & Co.

Mr. Gardiner said that defendant's case was that there was no final agreement between the parties. The agreement was subject to other negotiations falling through. They had promised to let the premises, failing an agreement with either Brower & Company or Cherry & Company. When the writ was issued, however, they were in a position to let plaintiff have the premises.

Judgment was reserved until Friday.

CHINESE SEXTON IN DIFFICULTIES.

TROUBLE OVER SALE OF GRAVES.

Charging a Chinese before Mr. A. Dyer Ball, yesterday, with unlawfully converting $105 to his own use, Sub-Inspector Murphy said that the defendant was the sexton of the Chinese Cemetery at Aberdeen. He was instructed by a Chinese woman, who was the holder of two graves, in the cemetery, to sell them for her as she did not like the sites. The defendant got a buyer for the graves, and was paid $105 for them. Instead of paying the money to the woman, he converted it to his own use. When the fraud came to light in May, the defendant absconded, and was not seen again until a couple of days ago when he was arrested.

Mr. C. F. Mason, who appeared for the defence, said that he had only just been retained, and he would like a remand in order to receive instructions from his client.

The Magistrate remanded the case until the afternoon of Monday next.

SPORT.

FOOTBALL.

UNITED F.C. v. KOWLOON F.C. 2nd XI.

The following will represent the United F.C. in a friendly match against Kowloon 2nd XI. on the Hongkong Club ground to-day:—A. Young, Gerrard, U. Urquhart, J. Leonard, A. E. Simmons, C. Logan, C. H. Blake, P. Brown, G. T. May, E. C. Fincher, G. Millar. Reserve: G. Chubb.

FAMOUS JUDGE'S FORTUNE.

Lord Cozens-Hardy, first baron, of Letheringsett Hall, Holt, Norfolk, Master of the Rolls from 1907 to 1918, who died on June 18 last at the age of eighty-one, left unsettled estate of the gross value of £27,23, with net personalty £10,124.

The residue of the estate, after a number of bequests to relatives and old servants have been satisfied, he left in equal shares to his four children—William, Katherine, Edward, and Hope.

SOME THINGS YOU SHOULD KNOW

We now have a "Top Hole" selection of CHEESE just arrived from Britain, France, Australia, America and Holland.

English Stilton	per lb.	$1.30
French Roquefort	" "	1.70
English Cheddar	" "	90
Australian "	" "	80
American Gruyere	" "	1.50
Dutch Edams	each	4.00
Californian Cream	per lb.	80
Dutch Cream Cheese	per tin	1.00

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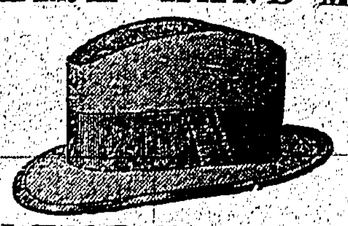
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PIANOS
Specially made for this climate.
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HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January, 1919, for Straits $1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight and cents Eighty-one), invested in War Loans Investment Trust of Malaya issued in the name of Mr. Thos. Shaw has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.,
Honorary Secretaries and Treasurers,
C. MONTAGUE EDE,
General Manager.
Hongkong, October 13th, 1920. [1622

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S.S. "LAKE FARMINGDALE" VOY. 4 HOME.

FROM RANGOON VIA PENANG, SINGAPORE, SAIGON & MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on October 19th, at 10 A.M.

All claims must be presented within a week of the Steamer's arrival here after which they cannot be recognised. No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after October 20th, will be subject to rent.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.
Hongkong, October 13th 1920. [1623

REPULSE BAY HOTEL

SATURDAY, OCTOBER 16TH.

CABARET DINNER DANCE.

MME. BELIKOVITCH of the Warsaw Opera House, will appear in Classic Dances assisted by Mr. PAUL GREY, Famous Russian Baritone.

SUNDAY, OCTOBER 17TH.

Semi-sacred afternoon Concert by Mr. PAUL GREY.

[1604

CONSELHO DE ADMINISTRAÇAO DAS OBRAS DOS PORTOS DE MACAU

NOTICE.

IT IS HEREBY NOTIFIED that the calling for TENDERS to convey dredging products for reclamation ground purposes, which was announced to be opened on the 12th instant, has been postponed to OCTOBER 19TH, at 3 P.M. at the Harbour Works Department, Macao.

HUGO F. DE LACERDA,
The Secretary.
Macao, October 7th, 1920. 1616

FOR SALE.

TWO LANCASHIRE BOILERS, length 29 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs. LINDSAY, BURNET & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—
BUTTERFIELD & SWIRE,
Hongkong.
[1544

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Frs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building. 5, Chater Rd.
[1433

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

INTIMATIONS

ROYAL HONGKONG YACHT CLUB.

NOTICE.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL GENERAL MEETING of the Members will be held at the Club House, North Point, on THURSDAY, OCTOBER 14TH, 1920, at 5.30 P.M.

NOTE.—A launch for the convenience of Members will leave Queen's Statue Pier at 5 P.M.

By Order,
R. E. MACDOUGALL,
Hon. Sec. & Treasurer.
Hongkong, October 12th, 1920. [1615

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 16TH OCTOBER, at 12 o'clock NOON, within the Offices of the HONGKONG JOCKEY CLUB, Chater Road, Hongkong.

By Order,
B. J. PATERSON,
Clerk of the Course.
Hongkong, October 2nd, 1920. [1570

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND WHAMPOA WHARF AND GODOWN COMPANY'S SHARES stolen:—

Script No.	Numbers.	Holder's Name.
7017	50 29801/29850	C. P. Chater
7590	50 37084/37133	M. S. Sassoon
8538	100 42369/42468	Li Chuk Yuen
5910	25 1251,75, 18256/68	S. Fenwick
5911	29 59089/117	H. H. Fenwick
7754	9 64757/765	S. Fenwick
8411	5 71841/845	S. Mitchell
8605	15 44670/684	Mrs. E. C. Champerowne
7789	4 66739/66742	P. F. H. Hodge & A. F. Harris
7755	9 64766/774	H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES: Script No. 7425 Lo Koon Hang, 9068/27, 5601/25, 37583/7, 32367/81, 2695/27019, 40713/717.

(Signed) FRED ELLIS,
c/o. FRED ELLIS & Co.
Hongkong, September 25th, 1920. 1538

G. R.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

On TUESDAY,

the 7th December, 1920, at 11 A.M. within the Camber, at Naval Depot, Kowloon,

H.M. TUG "ST. SAMPSON"

Length between perpendiculars	135 ft.	0 in.
Breadth, extreme	30 "	9 "
Depth (under side of 6 in. Bar Keel to Upper Deck)	16 "	7½ "
Tonnage according to British Rules, Gross	451 "	01 tons
Nominal Displacement	850	tons
At mean draft of	13 "	10 in.
Present mean draft	10 "	9 in.

Built: Where ... Hongkong; When ... September, 1919; By whom H.K. Whpoa Dock Co., Ltd.

Materials of Construction:—
Wood ... Fittings in Cabins, &c.
Iron ... General Fittings on Deck, &c.
Steel ... Hull, Bulkheads, &c.
Decks ... Forecastle, Upper and Lower

A single screw steel steamer of I.H.P. 1,200 fitted with internal electric lighting at 100 Volts:

Built under Lloyds survey. 100 A.1. for towing purposes.

Port of Registry, Hongkong.

To be sold as she now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting orders to the Pier Master in the Dockyard the persons named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
[1606

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JENA" From SEATTLE.
S.S. "LORETTA" From BALTIMORE.

THE Steamship

"WEST JENA"

having arrived from Seattle via ports on Oct. 7th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo per s.s. "LORETTA" from Baltimore are hereby notified that their Cargo was transhipped at Kobe to the "WEST JENA".

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 13th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after October 14th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

STRUTHERS & DIXON, INC.,
Agents,
1st Floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, October 7th, 1920. [1599

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD., AP., AW.

S.S. "POSTHOS"

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Oct. 14th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Oct. 17th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on THURSDAY, Oct. 14th, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, October 8th, 1920. [1607

NOTICE TO CONSIGNEES.

THE EASTERN & AUSTRALIAN STEAMSHIP COY'S STEAMER

"EASTERN"

Arrived Hongkong on Oct. 11th, 1920.

FROM AUSTRALIA and MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 11th, 1920. 1619

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DARDANUS"

FROM NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 12th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 16th, will be subject to rent.

All Claims against the Steamer must be presented to ship undersigned on or before Nov. 1st, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 12th 1920. [1618

NOTICE TO CONSIGNEES.

The Steamship "SAMARANG MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Oct. 9th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Oct. 15th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Oct. 25th, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Oct. 15th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, October 10th, 1920. [1610

INTIMATION

Watson's

PURE

CARBOLIC

SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5% FOR TOILET USE
Price: $1.20 per box of 3 tablets.

10% FOR THE BATH
Price: $1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP
Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

11

BIRTHS.

HALL.—At 110, The Peak, on October 13th, to Mr. and Mrs. F. C. HALL, a son.
[1621

HONGKONG OFFICE: 10A, DES VŒUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, OCTOBER 14TH, 1920.

EIGHTY MILES AN HOUR AT SEA.

THIS is an age when we are used to reading about new records. We have speeded up everything. The motor-car makes us a little impatient of the chair and the rickshaw. In actual practice we find that we ride over so much more comfortably on pneumatic tires and that we save a great deal of time if we make our journeys in a seat behind an engine which developes horse-power instead of being in a seat behind a driving force so human that he fails us at critical moments. When we say that horse-power is superior to man-power, and that steam or electric power is superior to both, we do not wish to belittle the efforts of the useful coolie, especially as we remember that in many parts of China he furnishes the only power available. But whatever difference of opinion there may be concerning comfort, the motor-car has him beaten in the matter of speed and the quickness with which speed is increased. The craze for speed, at the risk of safety, is evident only in thoughtless drivers. Let us remember that the average speed of a car is about twenty-miles an hour, but that cars up to sixty horse-power are not uncommon. Such cars can attain to fifty miles an hour on the level, but seldom exceed forty or even thirty-five miles per hour. At sea there is always the open road, if the course is carefully selected. A certain Mr. SMITH, the designer and builder of a new motor-boat called *Miss America*, has the honour of being able to say that this boat has reached the astonishing speed of eighty miles an hour. "I shall have to build a motor boat which will travel at ninety miles an hour" he recently remarked in the course of an interview. We heard a great deal of the Liberty engine for aeroplanes during the war, and it is not without interest to record the fact that *Miss America* was driven by two 400 horse-power Liberty aero engines especially adapted for motor-boat work. It was a noticeable feature of the great efforts made during the Naval warfare which saved Civilisation that the very fast motor-boat proved itself of such great value in preying upon hostile submarines. It cannot be doubted that these new triumphs of motor-boat builders will have a profound effect upon Naval design work and the tactical problems which are solved in secret at the British Admiralty in peace as well as during war. A great feature of the latest work in connection with these motor-boat races is the lightness of the vessels propelled. Imagine a boat only twenty-six feet long—shorter than nine steps of the average man—carrying engines that can put out the power of more than eight hundred horses! And if you think the problem over you will realise that if that has been accomplished there is little that we may not expect. One other noteworthy feature of the races that were run this summer in Osborne Bay was that not a single competitor failed to start. That is a proof of reliability of which the builders of the boats and their machinery may well be proud. The great patron of this sport of motor-boat racing is Sir EDWARD MACKAY EDGAR, and he has every intention of going over to America next year in order to bring back the British International Motor-Boat Trophy. We wish him luck. Whether he is as successful as he and his countrymen may wish in the immediate object of his adventure, is of less importance than the fact that he is working hard to improve the speeds already attained by motor-boats. For in that way is progress made. Experiments and practical working of the machinery evolved by experiments invariably lead to improvement. We do not expect that we shall be able to travel economically through the water or through the air at eighty miles an hour while fuel is at its present price; but who shall set a limitation to what is possible in these matters? It sounds far more credible that we shall be able to make runs at sea attaining, under the best conditions, a speed of even eight miles an hour than it seemed to our fathers forty years ago that we should fly through the air at such a speed. The sea is the medium, after the air, most suitable to high speeds, because there is, in fine weather at any rate, plenty of what we will call "elbow room." The road is always narrow when the speed exceeds forty miles an hour, and almost every road has other roads which cross it. But the sea allows ample scope, especially the large tracts of sea encircled only by a horizon of sky and water. Timid passengers may be alarmed at these notions of high speed, but there is always safety it the man at the wheel is cautious. Eighty miles an hour on the calm Pacific, with neither land nor another vessel in sight, may easily be much less dangerous than ten miles an hour in a crowded harbour. And apparently Mr. SMITH, who built the wonderful *Miss America*, is determined to achieve another record. We must "brace up" in order to receive the news that he has recorded a speed of ninety miles an hour. And then, of course, he will want to score a century.

Exchange rose again yesterday, closing at 3s. 11d.

A Chinese committed suicide by hanging himself from a telegraph pole on the railway line at Shatin.

The Chinese Postal Guide, published for the use of the Postal Service and the information of the public, has developed into a volume of 359 pages, not mentioning the "Supplements" which are issued in the course of a year as occasion demands. We have just been favoured by the Kwangtung Postal Commissioner with a copy of the ninth issue of the guide.

Search is being made in Japan for a man who is alleged to have gained possession of Y.47,800 in cash which had been held in custody by the Third Battalion of the 22nd Japanese Infantry, now stationed in Bestchenka, Siberia. The money, it is understood, was kept in a strong box. A man wearing a Japanese officer's mantle came to the place where the battalion was stationed and told the Sergeant that he had been sent to get the strong box by order of his superior officers. The sergeant, so the story goes, handed the box containing the money to the man, who immediately disappeared into the darkness. The next morning, it was discovered that the man was a swindler and the box was found lying on the road near-by with its contents emptied. The sergeant could not give a definite description of the man, but said he had thought the man was the chief accountant of the Third Battalion, Lieut. Takimura.

An Association of Chinese and American Engineers in China has recently been organised, and we have just received a copy of the first issue of the Association's journal, which is intended to be a monthly publication.

A fire broke out in some bamboo-built structure in Yaumati near the police station, last night, at about 9.15 p.m., when a strong wind was blowing. Fortunately, the fire was quickly brought under control, and, on enquiry at the police station, it was learned that the damage done was not worth mentioning.

Two cases of diphtheria; four cases (one death) of enteric; two cases (two deaths) of cerebro-spinal fever and ten cases (two deaths) of influenza were reported in the Colony for the week ending October 9th. There were one case of plague and one case (one death) of cerebro-spinal fever reported on Tuesday.

ACCIDENT AT SUGAR REFINERY.

KILLED BY LEATHER BELTING OF MACHINERY.

A distressing accident took place at the China Sugar Refinery on Tuesday when a Chinese workman met with his death under unusual circumstances. The man was oiling one of the engines when he was caught by the leather belting of the machinery and whirled round to his death. By the time the machinery was stopped, the man was found to have been crushed to death.

SERIOUS MOTOR-CYCLE ACCIDENT.

SAILOR BADLY INJURED.

Seaman Sheppard, of the *Carlisle*, was the victim of a motor-cycle accident on Tuesday, resulting in his removal to the Naval Hospital where his condition is considered serious. Sheppard was riding the cycle along Stanley Road when the back tyre exploded as he was negotiating the steep at Chiwan Gap. The cycle swerved and crashed into a side drain, throwing Sheppard on to the ground. He sustained a fractured knee and a sprained ankle. The front part of the car was smashed beyond repairs. Sheppard was picked up by a passing motorist and brought to Hongkong.

SOUTH AMERICANS IN TROUBLE.

TRYING TO FIND WORK.

Two South Americans were charged before Mr. G. N. Ormo, at the Magistracy, with stowing away on the s.s. *Eastern Trader* from Shanghai to Hongkong.

The Police said that, since the previous hearing, the defendants had been taken to the Mexican and Chilian Consulates, respectively. The first defendant was unable to satisfy the Mexican Consul as to his nationality, and the latter refused to have anything to do with him. The second defendant successfully proved that he was a Chilian citizen, and the Consul, while refusing to pay the defendant's fine, had undertaken to look after him after he had been dealt with by the Court.

The defendants said that their sole object was to get to Manila to look for work.

The Magistrate: You have to find work on a ship first. You are not allowed to stowaway.

The defendants: We will try to find work.

Inspector Spear said that the defendants told him that they worked their way on a ship from America. On the ship's arrival at Yokohama, they went ashore to see the sights, and were left behind by the ship which sailed before the scheduled time. They were stranded at Yokohama for some time, and then succeeded in finding work on a ship to Shanghai. There they had no luck in finding work, and stowed away on the *Eastern Trader* to Hongkong. The Inspector said that the defendants' story appeared to him to be highly improbable. He did not think that the ship on which the defendants were working would have sailed before the scheduled time. It looked to him as if the defendants had left the ship at Yokohama of their own accord.

The Magistrate enquired if the defendants could be sent to the House of Detention.

Inspector Spear said that that institution was for vagrants only. Stowaways would have to go to jail.

The Magistrate passed sentence of 21 days' hard labour each.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LARGEST DIAMOND.

EVER IMPORTED INTO UNITED STATES.

NEW YORK, October 11th.

What is stated to be the largest diamond ever imported into the United States arrived aboard the *Aquitania* in possession of Mr. Fred Whittram, manager of the Madrid branch of the Mercantile Bank of America, for disposal on account of Abdel Hamid, ex-Sultan of Morocco (?)

The diamond is of a light straw colour, and is a perfect stone weighing 183 carats.

SUGAR SPECULATION.

RESULTS IN HAVANA.

HAVANA, October 10th.

There has been a run on several banks here. The International Bank of Cuba has suspended payment. The Havana Exchange has also suspended operations during the crisis which is attributed to heavy loans on sugar when it was at a high-water price.

SWEDISH GOVERNMENT.

SOCIALIST OFFER TO LIBERALS.

STOCKHOLM, October 10th.

The Swedish Liberal party has rejected the Socialists' proposal to enter a Coalition Government with them.

EARLIER CABLES.

IRISH ORGY OF CRIME.

ATTACK ON MILITARY LORRIES.

LONDON, October 11th.

Details of the Irish outrages cabled yesterday show that a lorry en route to Castlerea was destroyed by a bomb thrown into it. Two lorries which were ambushed near Randon by a hundred armed men contained three officers and 20 men. The lorries were fired on from both sides of the road and then pulled up. The soldiers dismounted and opened fire, and the fight lasted for an hour. Owing to pitch darkness, the soldiers were unable to see the attackers, while the military were plainly visible by the headlights of the lorries.

MACHINE-GUN ATTACK.

LONDON, October 11th.

Machine-gunning by the attacking party lorry is reported in connection with the ambush at Kanturk. The lorry was held up by milkcarts drawn across the road. One soldier was killed and several injured. When the news reached Kanturk, the people, recognising the probability of reprisals, hurriedly closed shops and there was a general exodus from the town in a state of considerable alarm and excitement.

MR. ASQUITH ATTACKS COALITION.

LONDON, October 11th.

Mr. Asquith has replied to Mr. Lloyd George in a communication to the Press, in which he describes the latter's speech as a declaration of insolvency on the part of the Coalition Government. He says:—"Ireland presents the one issue of supreme importance, involving both the safety of the Empire and the honour and good name of Britain. The only Irish policy the Premier has to offer is repudiation, root and branch, of Dominion Home Rule and a condonation of the hellish policy of reprisals and an attempt to answer murder by murder and outrage by terrorism. This is not government but anarchy."

PREMIER'S REPLY.

LONDON, October 11th.

Mr. Lloyd George has now issued a very brief reply to Mr. Asquith's statement. The Premier declines to take notice of Mr. Asquith's statement, adding "There is my speech for all to read who care to. I merely say I notice no mention by Mr. Asquith of 'the hellish policy' of murder."

THE INDIAN ARMY.

SUBORDINATE TO WAR OFFICE?

LONDON, October 11th.

The report of the Esher Committee has aroused great interest in India and England. Comment is generally favourable, but there has been some criticism, headed by the *Times* which contended that the Committee's proposals involved the subordination of the Indian Army to the War Office.

According to the *Times'* Simla correspondent, however, the authorities in India disagree with this contention and declare that such subordination would be highly objectionable. They maintain that the report visualises the early formation of an Imperial Military Advisory Body, under which the War Office, the Dominion military forces and the Army in India would participate on equal terms in the execution of Imperial military policy, the Army in India being directly under the Government of India for organisation and administration.

THE PRINCE OF WALES.

ROUSING WELCOME AT PORTSMOUTH.

LONDON, October 11th.

The Press gives the warmest welcome to the Prince of Wales, printing editorials recalling the great services to the Empire during his recent travels of "Our Young Man," or alternatively, "the Empire's Greatest Ambassador."

H.M.S. *Renown* was yesterday escorted to Spithead by a destroyer flotilla and aeroplanes. The Prince remained aboard last night. Everything is now complete for a magnificent national welcome to-day. It has been arranged that the Royal train shall slow down at wayside stations on the way to London to enable everyone possible to greet the Prince.

THE PRINCE'S SPEECH.

LATER.

The Prince of Wales had a most enthusiastic welcome Home from his Australasian tour to-day. The firing of the Royal Salute by bedagged warships greeted his arrival at Portsmouth, where he was looking well and cheery. The Prince was welcomed by an imposing assembly of naval, military and civil authorities.

Replying to an address by the Mayor, the Prince said he had returned most deeply touched and impressed by the unity and strength of sentiment binding all parts of His Majesty's Dominions to the Crown and making the future of the British Empire secure. So firm and clear was this devotion to British ideals and the King, their head, that his travels throughout had been a profoundly moving and inspiring experience. He was looking forward greatly now to his stay at Home. He feared we were still only at the beginning of the labour necessary to restore our credit and prosperity after the war. He was deeply interested in the problem of reconstruction, which all parts of the nation must pull together to solve.

The Prince was given a very warm welcome at Victoria Station, which was decorated with Imperial flags. The platform, where the special train drew up, was carpeted in red baize and decorated with flowers, whilst a large banner inscribed "Well Done!" and "Welcome Home!" faced the Royal saloon. The Coldstream Guards supplied the guard-of-honour.

Their Majesties, Princess Mary, the Princess, Queen Alexandra, the Duke of Connaught, Prince Arthur of Connaught, other Royalties, the Premier, members of the Cabinet, High Commissioners, Agents Generals, Indian Princes, high authorities from the Navy, Army and Air Force, the Lord Chief Justice, the Primate and other Bishops were present. Huge crowds most heartily cheered the Prince as he drove in a State carriage through decorated streets to the Palace, to which their Majesties and other Royalties returned in separate processions.

CHEERED BY CROWDS IN LONDON.

LONDON, October 11th.

The most enthusiastic welcome accorded to the Prince of Wales at Portsmouth and London was renewed at Buckingham Palace this afternoon, when, in response to cheers from an enormous crowd, the Prince and their Majesties appeared on the balcony. The Prince waved his handkerchief and delivered a speech acknowledging the splendid spontaneous welcome.

Subsequently, the Prince, returning to York House by motor-car, was repeatedly held up by the crowds and he smilingly acknowledged the demonstrations of affection.

SITUATION IN MESOPOTAMIA

CASUALTIES ON THE EUPHRATES.

LONDON, October 11th.

A Mesopotamia *communiqué* states that 11 were killed and 40 wounded in the fighting at South Hillah in the Middle Euphrates region. The enemy casualties were probably heavier. A thousand Arabs opposed the advance of the Samawa relief column, but were routed, our losses being slight. On the Upper Euphrates we reoccupied Hit without opposition.

CHEAPER PETROL.

SHELL COMPANY REDUCES PRICE.

LONDON, October 11th.

The Shell Company announces a reduction of 3d. per gallon in petrol, owing to the fall in price in America.

UNITED STATES CABLE COMPANY.

GOVERNMENT OFFERS TO BUY CABLE.

LONDON, October 11th.

The Government has offered to buy direct the United States' Cable Company's property, and the Directors recommend the acceptance of the offer. No price has been stated.

MINERS' STRIKE MENACE.

THE DECIDING BALLOT.

LONDON, October 11th.

Throughout the country nearly a million miners will to-day and to-morrow ballot on the question of rejection or acceptance of the owners' datum line offer, but anything like accurate calculations as to the result are impossible before October 13th, when the Executive of the Miners' Federation will meet in London to receive the figures, as there are no means of measuring the extent of the check given to the earlier wave of opposition by the recommendations of Mr. Smillie and other leaders to accept the owners' terms.

Significant of the influence of Mr. Smillie is the narrow majority, namely 55 votes to 45, whereby the Northumberland Miners' Council rejected the datum line scheme, and the fact that, coupled with the rejection, was support for a proposal to refer the wages demand to an impartial tribunal.

Ballot papers in some of the South Wales districts have already been returned, and, as expected, show a heavy majority against acceptance.

PRESIDENT WILSON'S ILLNESS.

A SLIGHT RELAPSE REPORTED.

WASHINGTON, October 11th.

President Wilson has suffered a slight relapse. His illness is attributable to extra exertions in the campaign in the interests of Governor Cox, in which connection his friends and physicians are convinced that he has not regained normal strength and must go at a slower pace. A distinguished physician, with excellent opportunities for studying the case, states that while President Wilson will never recover his strength he will be able to carry on as at present indefinitely. The case is like ordinary paralysis, but President Wilson is determined to cope grimly with his daily work and to play the game to the end with high courage.

STRANGE POLISH TACTICS.

LITHUANIAN CAPITAL CAPTURED.

BERLIN, October 11th.

The Poles have taken the Lithuanian capital, Vilna, and the Polish Commander has proclaimed a new Government.

POLISH GENERAL'S ACTION.

LONDON, October 11th.

It appears that the Polish capture of Vilna was due to the unauthorised action of General Zeligovski, who, after resigning and cutting off communications with Warsaw and other Polish forces, marched his troops against Vilna. It is believed that the Polish Government will disavow his conduct.

COST OF LIVING.

DOWNWARD TREND IN AMERICA.

NEW YORK, October 11th.

A downward movement in the cost of living in the United States is indicated by the fact that Bradstreet's monthly index number representing the sum of current prices of 96 foodstuffs and other necessaries is 1691, while the last figure was 1952.

Ten groups of commodities have declined, while textiles, raw cotton, wool, hemp and the principal provisions and groceries are slightly higher.

THE BRITISH ARMY.

A THOUSAND OFFICERS WANTED.

LONDON, October 11th.

The *Pall Mall Gazette* understands that the Army Council has decided to offer a thousand commissions to demobilised officers. It adds that nearly every regiment has reached bedrock so far as officers are concerned, especially officers with war experience, most of whom have been absorbed into civil life.

NORWAY AND RUSSIA.

TRADE NEGOTIATIONS REACH DEADLOCK.

LONDON, October 11th.

The *Daily Telegraph's* correspondent at Helsingfors says M. Litvinoff has declared that he left Norway in consequence of the impossibility of reaching an agreement with the Norwegian Government regarding commercial relations with Soviet Russia. He said Norway's attitude towards the Soviet had completely changed during the summer and autumn.

FRENCH FINANCES.

ALL DANGER OVER.

LONDON, October 11th.

The French Minister of Finance, interviewed by the *Daily Mail*, said all danger resulting from the French financial position is over.

KING OF GREECE.

CONDITION REPORTED WORSE.

LONDON, October 11th.

It was reported from Athens on October 10th, that the condition of the King of Greece had become worse.

A specialist is on his way to Athens from Paris.

FAR EASTERN CABLE NEWS.

HOME GOVERNMENT'S APPRECIATION OF WORK.

[BY COURTESY OF THE "CHINA MAIL."]

SHANGHAI, October 13th.

The British Minister at Peking has sent a dispatch to the Shanghai Consulate embodying the Home Government's appreciation of the co-operation of the Chamber of Commerce and urging the necessity of maintaining the spirit for the promotion of Britain's commercial interests.

[THROUGH REUTER'S AGENCY.]

CHINESE CELEBRATION IN FRANCE.

PARIS, October 11th.

A Havas message says:—

The advent of a democratic regime in China was commemorated by a festival arranged by Chinese workmen in their camp at Clichy, near Paris. Obligation to France was also expressed in various speeches for her kind and considerate treatment of Chinese workers.

CHINESE CONSORTIUM MEETING IN NEW YORK.

WASHINGTON, October 10th.

At the meeting on October 11th, in Messrs. Morgan's New York office, in connection with the Chinese Consortium, Mr. T. W. Lamont will represent the United States, Sir Charles Addis Great Britain, the resident member of the French High Commission France and there will be two special representatives from Japan.

CHINESE GOVERNMENT RAILWAYS.

PROFIT FROM OPERATION.

The Chinese Government Railways earned for the year of 1918 a net profit of $33,505,120 for a total mileage of 6,915 kilometers or 4,297 miles, according to the statistics of that year issued by the Ministry of Communications, and which are the latest available.

It may be a surprising fact to the general public that the Chinese Government is deriving profit from the operation of the various lines, but as it is given in the statistics mentioned above, the operating ratio of the entire Government lines is 44, while the two oldest lines, the Peking-Mukden and the Peking-Hankow, comprising one-fourth of the entire length of line, operated at 33.

The net operating revenue was equivalent to 10.4 per cent. upon the cost of road and equipment, but the oldest line, the Peking-Mukden, open now about 30 years, earned 22.7 per cent.; the next oldest, the Peking-Hankow, open 14 years, earned 15.8 per cent.; the Tientsin-Pukow, open 7 years, earned 6.2 per cent. At present the only lines not able to meet all their obligations unaided are three short roads, consisting of isolating sections of what are planned to be through lines, and together comprising less than 10 per cent. of the mileage of the Chinese Government Railways.

The net operating revenue per kilometer of line operated for the year of 1918 was $7,921, an average figure of all the Government Railways, and an increase of $1,717 per kilometer over that of 1917. The net revenue figures surpasses the record in practically every new country in point of railway development, and many of the old ones. The following table is obtained from Bulletin No. 100, Bureau of Railway Economics, and given also in the Statistics:—

Country.	Net Revenue per Kilometer.
Australia	(Gold) $1,076
Austria	2,447
Canada	1,579
France	3,465
Germany	4,150
India	1,784
Japan	3,413
United Kingdom	6,655
United States	2,442

For the year 1918 the Chinese Government Railway earned above all expenses of an operating nature $43,339,000, and after all interest and other income charges had been paid there was left a surplus for year of $33,505,120. In other words, for every dollar of interest and other capital charges which had to be paid there were four dollars with which to pay. To be sure, the above is complicated by the presence of depreciated notes, but any revision of the situation which provides for further railway construction will also provide for the elimination of depreciated currency.

The experience of the present lines points to the immense advantage of planning future lines systematically, so as to avoid leaving isolated sections, and to complement, rather than compete with good natural water-ways and reach economical fuel supplies and other mineral resources.

From the Journal of the Association of Chinese and American Engineers.

About 2,000,000 pesos (£101,000 approximately) has been raised in Chile by popular subscription for the purchase of aeroplanes for the Army and Navy, and representatives of all nationalities subscribed.

BISHOPS' HISTORIC APPEAL FOR FELLOWSHIP.

URGES UNITY ON AN EPISCOPAL BASIS.

Here is the historic appeal "to all Christian people," made by the Archbishops and Bishops of the Anglican Communion, assembled in Conference at Lambeth Palace:—

AN APPEAL TO ALL CHRISTIAN PEOPLE.

We, Archbishops, Bishops Metropolitan and other Bishops of the Holy Catholic Church in full communion with the Church of England, in conference assembled, realising the responsibility which rests upon us at this time, and sensible of the sympathy and the prayers of many, both within and without our own communion, make this appeal to all Christian people.

We acknowledge all those who believe in our Lord Jesus Christ, and have been baptised into the name of the Holy Trinity, as sharing with us membership in the universal Church of Christ which is His Body. We believe that the Holy Spirit has called us in a very solemn and special manner, to associate ourselves in penitence and prayer with all those who deplore the division of Christian people, and are inspired by the vision and hope of a visible unity of the whole Church.

GOD WILLS FELLOWSHIP.

I.—We believe that God wills fellowship. By God's own act this fellowship was made in and through Jesus Christ, and its life is in His Spirit. We believe that it is God's purpose to manifest this fellowship, so far as this world is concerned, in an outward, visible, and united society, holding one faith, having its own recognised officers, using God-given means of grace, and inspiring all its members to the world-wide service of the Kingdom of God. This is what we mean by the Catholic Church.

NON-EPISCOPAL COMMUNIONS.

II.—This united fellowship is not visible in the world to-day. On the one hand there are other ancient episcopal communions in East and West, to whom ours is bound by many ties of common faith and traditions. On the other hand there are the great non-episcopal communions, standing for rich elements of truth, liberty and life which might otherwise have been obscured or neglected. With them we are closely linked by many affinities, racial, historical and spiritual. We cherish the earnest hope that all these communions, and our own, may be led by the Spirit into the unity of the Faith and of the knowledge of the Son of God. But in fact we are all organised in different groups, each one keeping to itself gifts that rightly belong to the whole fellowship, and tending to live its own life apart from the rest.

CAUSES OF DIVISION.

III.—The causes of division lie deep in the past and are by no means simple or wholly blameworthy. Yet none can doubt that self-will, ambition, and lack of charity among Christians have been principal factors in the mingled process, and that these, together with blindness to the sin of disunion, are still mainly responsible for the breaches of Christendom. We acknowledge this condition of broken fellowship to be contrary to God's will, and we desire frankly to confess our share in the guilt of thus crippling the Body of Christ and hindering the activity of His Spirit.

CALL FOR A NEW OUTLOOK.

IV.—The times call us to a new outlook and new measures. The faith cannot be adequately apprehended, and the battle of the Kingdom cannot be worthily fought while the body is divided, and is thus unable to grow up into the fullness of the life of Christ. The time has come, we believe, for all the separated groups of Christians to agree in forgetting the things which are behind and reaching out towards the goal of a reunited Catholic Church. The removal of the barriers which have arisen between them will only be brought about by a new comradeship of those whose faces are definitely set this way.

The vision which rises before us is that of a Church, genuinely Catholic, loyal to all Truth, and gathering into its fellowship all "who profess and call themselves Christians," within whose visible unity all the treasure of faith and order, bequeathed as a heritage by the past to the present, shall be possessed in common, and made serviceable to the whole Body of Christ. Within this unity Christian communions now separated from one another would retain much that has long been distinctive in their methods of worship and service. It is through a rich diversity of life and devotion that the unity of the whole fellowship will be fulfilled.

AN ADVENTURE OF GOODWILL.

V.—This means an adventure of goodwill and still more of faith, for nothing less is required than a new discovery of the creative resources of God. To this adventure we are convinced that God is now calling all the members of His Church.

CONDITIONS OF UNITY.

VI.—We believe that the visible unity of the Church will be found to involve the whole-hearted acceptance of:—

The Holy Scriptures, as the record of God's revelation of Himself to man, and as being the rule and ultimate standard of faith; and the Creed commonly called Nicene, as the sufficient statement of the Christian faith, and either it or the Apostles' Creed as the Baptismal confession of belief;

The divinely instituted sacraments of Baptism and the Holy Communion, as expressing for all the corporate life of the whole fellowship in and with Christ;

A ministry acknowledged by every part of the Church as possessing not only the inward call of the Spirit, but also the commission of Christ and the authority of the whole body.

THE EPISCOPATE.

VII:—May we not reasonably claim that the Episcopate is the one means of providing such a ministry?

It is not that we call in question for a moment the spiritual reality of the ministries of those communions which do not possess the Episcopate. On the contrary, we thankfully acknowledge that these ministries have been manifestly blessed and owned by the Holy Spirit as effective means of grace.

But we submit that considerations alike of history and of present experience justify the claim which we make on behalf of the Episcopate. Moreover, we would urge

(*Continued at foot of next column.*)

CATCHING WOMEN THIEVES

LONDON DETECTIVES ARREST MANY FEMININE SHOPLIFTERS.

Mr. G. T. Crook, who some years ago was on the staff of the *Hongkong Daily Press*, writes as follows in the Continental Edition of the *London Mail*:—

In the great London shops hundreds of women thieves are caught every year. Some are professional shoplifters, with capacious false pockets right round the inside of their skirts; but the majority are well, even fashionably, dressed, and ordinarily lead a highly respectable family life.

These women are young, middle-aged, and old. They can afford to pay for what they want. They know it is wicked to steal, and yet they go from one department to another picking up articles here and there and hiding them in their muffs or under their coats.

When caught they usually collapse. They shed tears and exclaim: "What will my dear husband think of me?" or "What will my darling children say when they know?" All confess that they do not know what made them steal.

And in their hopes it is nothing unusual to find scores of articles of wearing apparel which have been stolen at one time or another.

These thefts are so numerous that women detectives are employed for the special purpose of keeping the robberies in check.

One of these detectives has arrested no fewer than a thousand pilfering women in three years.

The work of these women detectives is highly organized, and the utmost care has to be taken to prevent mistakes.

In one large shop a special system of lighting is used as an alarm. When a shop-walker or assistant sees a woman acting suspiciously the telephone operator is informed that the chief woman detective is wanted in such and such a department.

The telephone operator at once switches on certain coloured lights which are visible in every room in the building, so that wherever the chief detective happens to be she knows she is urgently wanted.

All she has to do is to call up the operator, who gives her the required information. A minute later she has the suspect, or suspects, under observation.

THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, Saigon, in its latest report on the Rice Market, says:—

Our market is steady with a strong downward tendency. Owing to the complete stop of the demand in the Far East and the weakness of the Hongkong market we may expect a large drop in the prices of rice. The sudden increase in freight and the scarcity of tonnage have almost stopped the current of business with Europe during the last fortnight. The total amount of rice exported from the 1st of January up to the 20th of September, 1920, is 788,903 tons against 704,043 tons in 1919. We quote to-day: White Saigon rice No. 2 sifted, Japan quality, Hongkong $6.43 per picul f.o.b. Saigon for October shipment.

that it is now, and will prove to be in the future, the best instrument for maintaining the unity and continuity of the Church.

But we greatly desire that the office of a Bishop should be everywhere exercised in a representative and constitutional manner, and more truly express all that ought to be involved for the life of the Christian Family in the title of Father-in-God. Nay more, we eagerly look forward to the day when through its acceptance in a united Church we may all share in that grace which is pledged to the members of the whole body in the apostolic rite of the laying on of hands, and in the joy and fellowship of a Eucharist in which as one family we may together, without any doubtfulness of mind, offer to the one Lord our worship and service.

THE OTHER MAN'S CONSCIENCE.

VIII.—We believe that for all the truly equitable approach to union is by the way of mutual deference to one another's consciences. To this end, we who send forth this appeal would say that, if the authorities of other communions should so desire, we are persuaded that terms of union having been otherwise satisfactorily adjusted, bishops and clergy of our communion would willingly accept from these authorities a form of commission or recognition which would commend our ministry to their congregations, as having its place in the one family life. It is not in our power to know how far this suggestion may be acceptable to those to whom we offer it. We can only say that we offer it in all sincerity as a token of our longing that all ministries of grace, theirs and ours, shall be available for the service of our Lord in a united Church.

EPISCOPAL ORDINATION.

It is our hope that the same motive would lead ministers who have not received it to accept a commission through episcopal ordination, as obtaining for them a ministry throughout the whole fellowship.

In so acting no one of us could possibly be taken to repudiate his past ministry. God forbid that any man should repudiate a past experience rich in spiritual blessing for himself and others. Nor would any of us be dishonouring the Holy Spirit of God, Whose call led us all to our several ministries, and Whose power enable us to perform them. We shall be publicly and formally seeking additional recognition of a new call to wider service in a reunited Church, and imploring for ourselves God's grace and strength to fulfil the same.

SPIRITUAL LEADERSHIP.

IX.—The spiritual leadership of the Catholic Church in days to come, for which the world is manifestly waiting, depends upon the readiness with which each group is prepared to make sacrifices for the sake of a common fellowship, a common ministry, and a common service to the world.

We place this ideal first and foremost before ourselves and our own people. We call upon them to make the effort to meet the demands of a new age with a new outlook. To all other Christian people whom our words may reach we make the same appeal. We do not ask that any one communion should consent to be absorbed in another. We do ask that all should unite in a new and great endeavour to recover and to manifest to the world the unity of the Body of Christ for which He prayed.



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A JAPANESE CRUSADE AGAINST PROFITEERS.

A LAUDABLE PROGRAMME.

After four years or more of rampant profiteering comes the welcome news, the *Japan Gazette* says, that the Police are about to start a crusade against these gentry in Yokohama and neighbourhood.

The police-headquarters has issued instructions to all the Stations in the city and the suburbs to make minute inquiries as to the relations between wholesale merchants and retailers, and especially the difference between wholesale and retail prices. The authorities consider it very strange that while prices on the wholesale market have shown a remarkable decline during recent months, retail prices show no signs of falling. On the contrary, the prices of certain daily necessaries have recently shown an upward tendency. The crusade is to be carried out especially in regard to daily necessaries, such as flour, rice, wheat, soy, beef sugar, cotton cloth, eggs sugar, fish, etc. The authorities are now welcoming secret information from individuals against profiteers.

In Tokyo the same crusade has also been started.

There are a few profiteers high up in the scale who might have been watched four years ago with some advantage. If the Government had so wished, it might have stopped the rapid advance in the price of rice, and doubtless would have found a few profiteers in the process.

"SUNDAY CLOTHES"

WHY SOME DARK SUITS ARE WORN IN SINGAPORE!

The *Straits Times* take the following from the current issue of the Monthly Paper of St. Andrew's Cathedral:—

We have lately heard a repetition of an absurd fallacy which we thought had been killed long ago. You cannot "go to church" except you go in a cloth suit, or a dark suit. We would presume to assure such that if there is anything in it God prefers a white suit or a light suit to a black one. Some who come in dark suits may be having trouble with the dhobie. Is the fear a charge of economising? Dhobie's charges are so high that the difference in cost between the two fashions is not so very much. We have heard of "Boys" preening themselves somewhat as follows: "S'hya Punya guan salalu pakai tweeds."—a reflected merit. Let a man wear what he likes and that in which he can best worship God without distraction to himself and to others (we add the last as a warning against eccentricities). Those who will agree to wear other than tweeds on Sundays at least "for the sake of the weaker brethren" will be helping to break a convention that should bind no one in the tropics.

"THE LAST BAD YEAR?"

"We may look forward with some confidence to a better time after 1920," says Mr. T. C. Bridges. These words were uttered by one of our great weather experts, Mr. Douglas Archibald, in September, 1909. Mr. Archibald went on to explain that our weather runs in cycles of 35 years, cycles called after Professor Bruckner, of Vienna, who announced this discovery in the year 1890. The period, as a whole, is a long, slow see-saw, half of which is drier and warmer than the average, the other half wetter and colder. The last dry and warm half-cycle was from 1868 to 1902. Those of us who are old enough will remember the gorgeous summers we experienced in the last nineties, and contrast them sadly with the villainous years experienced since the latter date. Ever since 1903 the summers have, with a few glorious exceptions, been damp and chill, but now we are right at the end of the wet cycle; this is its last year, and we can confidently look forward to the pleasant prospect of 17 or 18 fine years. The sequence, of course, is not perfect. A good year like that of 1919 may drop in among the bad ones, or a cold year like 1891 come among the warm ones; but for all that the Bruckner cycle is no figment of the discoverer's imagination, but a hard-and-fast fact, almost the only one we have to cling to in all our weather lore. During the last dry period, 1886-1902, England suffered a deficiency of 29in. of rain, which is about equivalent to a year's fall; during the past 18 years that deficiency has just about been made up.

The effects of this curious see-saw are even more plainly visible in countries like India and China. In India the effects of drought become cumulative, and from 1896 to 1901 the whole vast country suffered from a series of famines. As for China, it was the sequence of dry years and the suffering resulting therefrom that culminated in the terrible Boxer Rebellion. Since it is only within the past 70 or 80 years that anything like accurate records have been kept of rainfall and temperature, Professor Bruckner was hard put to it to get his data. He did so eventually by taking the records of the wine crops in Europe, which were available for over 700 years. Some indeed run back for nearly a thousand years. These bore out his theory absolutely. As to cause—well, that at present is beyond us. We may talk of changes in the Gulf Stream or of the effect of sun spots, but the fact remains that at present we are still ignorant of the prime cause behind the Bruckner cycle.

A proposal for an exchange of posts between Vi Kyuin Wellington Koo, Chinese Minister in New York, and Sao Ke Alfred Sze, Chinese Minister in London, has been approved by the Chinese Cabinet.

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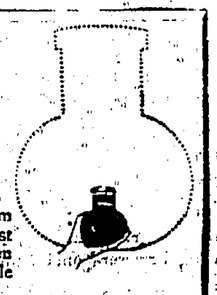
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IN CHOSEN

Keijo (Seoul):— Chosen Hotel
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MISHIMA MARU ... Monday, 15th Oct., at Noon.
SADO MARU ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Yokohama ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... Sunday, 21st Nov.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 22nd Oct., at 11 a.m
AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE,

TOSA MARU sailing from Singapore ... Sunday, 17th Oct.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU ... Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... Saturday, 16th October
TENSHIN MARU ... Wednesday, 20th Oct.
INABA MARU ... Thursday, 21st Oct., at 11 a.m
KAMO MARU ... Friday, 29th Oct., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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CARLYLE UP TO DATE.

The following clever parody of Carlyle recently appeared in the London *Nation*:—

See, therefore, a Treaty, even a world-constitution, that will not march, yet able to split this distracted Europe of ours into wandering units, of wasteful, incalculable energy, as of spilt larva. Stout Prussia is gone, her Hohenzollern granite melted to paste-board, nay, to pap. Light Austria too, and a mad, no-government of homicidal Turks, unregretted. Gone are the old Cabinneteers, dark-Albericks of the Ball-platz and Wilhelmstrasse, light-Albericks of British Liberalism, and their train. A whole system is gone, and the system-makers, leaving a new world to spin on its axis, unguided. Capital indeed remains, and its gospel of 10 per cent., rising in blest, wool-combing Bradford, they say, to 1,000; with a counter-evangel and grim Russian anti-Christ, seated, red-capped, in the Kremlin, to confute and destroy it.

See, too, a Maurepas-George, cracking his jokes, and hovering careless along, with hat cocked to any angle, to please all men; he, with French Clemenceau, of tigerish Tartar-visage, not unhumorous, will govern this world, or try. An infinitely adaptable man, given to light speech (frothed with Cant) and thin, transparent under-wear of Hebrew old-clothes, as if that, poor Maurepas-George, would help! Henceforth, he and lawyer Millerand will flit moth-like over Europe, alighting here and there, at Spa or at Brussels, with brief, incandescence, or sharp phosphorescent gleam, as from decayed matter. Useful is he to reporter journalists and such sycophant Mercuries, licensed to send forth, with unimaginable, air-borne speed, all manner of reports, save only the Truth. Quick, too, at dealing, as at some native Welsh borge-fair, or swift caterans' bargain. He will see all men, and persuade them; but one thing he will not see. For on hospital beds, or in dusky side streets of once gay Vienna, lie thousands of wizened children, with dark-ringed, lustreless eyes, that seem to say, "What, with all thy making, hast thou made of us?"

At home, too, there are discontents. For a Chancellor, called on to produce surpluses, or quit, produces only taxes and deficits. And a Bull-headed Churchill—born in due time of the stock of old swindler-genius Marlborough — preaches, with exploding rhetoric, what? Preaches militarism, and even a kind of Tsarism, as if that, and crapulous Rasputins, were not, in all man's nostrils, the thing most abhorred. Bull-headed Churchill perceives it not; nay, toils ceaselessly, in underground fashion, with Pitt subsidies, and dark, contrived meetings with Muscovite Copper Captains to bring Tsarism back. Swindler-genius Marlborough has come to that!

Meanwhile, in all towns and factories, where men work and congregate, one voice is heard—"Did you indeed fight, and conscript up for fighting, to make this world safe for democracy? Then look to it, for safe, by all your gods and ours, it shall be." And forthwith, proceed, by voice and resolution, and swift concerted strike, to make it so. Nimble Welsh George likes it not; but seeing no other way, submits. And from all sides, like some mountain snowball, fed from a thousand showers and streams, grows the great wage-movement, the great mass-movement; and in countless speeches, unchaining the mind, do mine-workers, cotton-workers, steel-workers, dustmen and drudge-men, declare that as things were they shall be no more! Sage Whig Lansdowne, sniffing the world and divining in it no place for him, had asked in mid-war, "Will ye not stop, my masters, ere it be too late?" and been answered with loud, unanimous "No!" Here, in truth, is little room for Whigs, sage or foolish; nor for many an old habitation and time-honoured soul's resort of Englishmen. Does not all English gold vanish as if by magic? And an English king quit his high-sounding patronymic of Guelph, and exchange it for plain brown Windsor?

A changed world indeed; to none more apparent than to Russian Lenin, sitting in his Kremlin, with a crushed and dead Tsardom, a dead putrescent Idoldom, under his feet. Grim, unsentimental man; who, on Western democracy, in tulle and frock-coat, asking him what; pray, he will do with his rich peasant, answers with hard laughter that he will leave them to the poor ones. With him, then, and his Communists, will ten per cent. capital wrestle, and ringing round with ships and mines, with armies of Whites and Yellow, fed with Pitt subsidies, think to strike embattled Sansculottism, its tyrannies and unrespectabilities, into swift ruin. But Sansculottism, is not stricken; rather it storms forward through Pripet marshes, and over frozen steppes; driving effervescent Poles before it, and spreading Westwards and Asiawards, till it threaten us and all men. Shall we then shake that bloody hand? Smiling Welsh George thinks we had better; and presently shakes it. Whereat infinite wailings. Mayfair is in hubbub; in far-away parsonages tea-tables quiver. Will not all Europe now go Bolshevik, and in this Alpine avalanche our own English stage coach be hurled, lumbering, down the abyss? Able-editor Steed, able-editor Gwynne, think so, and in innumerable leading articles, of the leonine-asinine kind, speak their thought.

UNITED STATES STEEL FOR GERMAN SHIPYARDS.

NEW YORK, August 19th.

According to recent reports, German shipyards have bought 9,000 tons of steel, principally plates and shapes, from the United States Shipping Board. Further, the export organization of the United States Steel Corporation has sold them 6,000 tons of ship steel, and through another export company an order has been placed for an additional 16,000 tons. Negotiations are pending for the sale of an additional 34,000 tons to German yards. Ship plates are now selling at about 3½ cents a pound, f.o.b. Pittsburgh.



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報德商務總會
HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese *Daily Press*)

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

NEWCHWANG & TSAIN via WEI & CHOO	"CHIPSHING"	.. Fri.,	15th Oct.,	2 p.m.
MANILA	"LOONGSANG"	...Fri.,	15th Oct.,	2 p.m.
STRAITS & CALCUTTA	"YATSHING"	...Tues.,	19th Oct.,	3 p.m.
HAIPHONG via HOIHOW	"TAKSANG"	Wed.,	20th Oct.,	8 a.m.
SHANGHAI	"TUNGSHING"	...Thurs.,	21st Oct.,	D'light.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Saigon and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation. Sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Oct. 19th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"VOGTLAND"	24th Oct.
"GLENOGLE"	12th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 25th Oct.	GENOA & LONDON.
"GLENDIFFER"	" 3rd Nov.	GENOA, LONDON & ROTTERDAM.
"GLENSHANE"	Second half November	LONDON, ANTWERP & ROTTERDAM.
"GLENOGLE"	Middle of Dec.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bund, Kobe.

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SHIPPING NEWS

ARRIVALS

October 12th.

Lake Parmingdale, American str., 1,834 tons, Capt. Generoux, from Manila, with a general cargo.—Pacific Mail S.S. Co.

October 13th.

Amakusa Maru, Japanese str., 2,388 tons, Capt. Harada, from Keelung, *viâ* Swatow, with a general cargo.—O.S.K.

Banri Maru, Japanese str., 2,348 tons, Capt. Yasui, from Moji, with a general cargo.—Dodwell.

Cadaretta, American str., 2,965 tons, Capt. Aspland, from Saigon, with a general cargo.—Robert Dollar & Co.

Cheun On, Chinese str., 234 tons, Captain Chan Chow, from Kwong Chow Wan, with a general cargo.—Lee Hong.

Gregory Apcar, British str., 2,988 tons, Capt. Bannicka, from Kobe, with a general cargo.—M.M. & Co.

Haihong, British str., 1,269 tons, Captain Passmore, from Swatow, with a general cargo.—Douglas S.S. Co.

Hydrangea, British str., 651 tons, Capt. Drummond, from Swatow, with a general cargo.—Chiu On S.S. Co.

Kam Fing Fat, Chinese str., 443 tons, Capt. Noronha, from Pakhoi, with a general cargo.—Globe Navigation Co.

Laen Samud, Siamese str., 1,012 tons, Capt. Chollisen, from Bangkok, with a general cargo.—Fook Tai Cheong.

Shohonne, British str., 3,230 tons, Capt. Chalmers, from Shanghai.—Standard Oil Co.

Sinkiang, British str., 1,618 tons, Captain Puckett, from Canton, with a general cargo.—B. & S.

Shinnan Maru, Japanese str., 112 tons, Capt. Chan Kwang, from Takao, in ballast.—Tin Kat.

Shun Cheong, Chinese str., 235 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo.—Wai Yee.

Shun Shing, Chinese str., 297 tons, Captain de Souza, from Kwong Chow Wan, with a general cargo.—Po On.

Sorachi Maru, Japanese str., 1,236 tons, Capt. Kawabata, from Yalugan, with a cargo of sugar.—Yamashita.

Stentor, British str., 4,308 tons, Captain Cosker, from Shanghai, with a general cargo.—B. & S.

Fuet Shang, Chinese str., 394 tons, Capt. A. Laihovetsky, from Swatow, with a general cargo.—Po Lee S.S. Co.

CLEARANCES.

October 13th.

Cheun On, for Kwong Chow Wan.
Nichiren Maru, for Dairen.
Sai Chou, for Shanghai.
Shahonne, for San Francisco.
Sinkiang, for Shanghai.
Shinen Maru, for Takao.
Shun Shing, for Kwong Chow Wan.
Stentor, for London.
Tajima Maru, for Seattle.
Titan, for Liverpool.
Yunnan, for Hongay.

SHIPPING MOVEMENTS.

The R.M.S. *Monteagle* arrived at Moji yesterday and is due at Shanghai to-morrow.

The s.s. *Nelcus* (Blue Funnel line) left Singapore on the 11th inst., for Hongkong, and is due here on the 16th idem.

VESSELS EXPECTED.

Aki Maru (Australian line), due to-day.
Awa Maru, (Liverpool line), due November 17th.
Bombay Maru (Bombay line), due October 23rd.
Empress of Russia, due October 16th.
City of Naples, due October 15th.
Dunera, from Shanghai, due October 15th, about 6 a.m.
Hakodate Maru (Calcutta line), due October 16th.
Isaka Maru, from London, due October 20th.
Iyo Maru (European line), due November 14th.
Kamo Maru (European line), due October 25th.
Mishima Maru (European line), October 17th.
Monteagle, due about October 21st.
Novara, due October 15th, about 6 p.m.
Tenyo Maru, due October 21st.
Tenshin Maru (Bombay line), due October 19th.
Tsuruga Maru (Hamburg line), due November 6th.

WEATHER REPORT.

October 13th, at 12.02.—Warning to Hongkong:—A typhoon within 120 miles of Lat. 18 deg N., Long., 126 deg. E, moving N.W.

October 13th, at 12.03.—No returns from Japanese stations.

Pressure has increased slightly at Vladivostock, Canton, Haiphong and Guam; it has decreased slightly elsewhere.

The typhoon is situated at about 250 miles eastward of Aparri, moving N.W. or N.N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inch. Total since January 1st, 88.52 inches against an average of 78.86 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	Northerly or variable winds, moderate; fair.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEROLOGICAL REGISTER.

Hongkong Observatory, October 13th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 a.m.
Barometer ...	29.78	29.82	29.81
Temperature ...	80	75	82
Humidity ...	80	68	50
Wind Direction	East	NE	NNW
Force	2	1	2
Weather ...	c	c	c
Rain	0.48	0	0.90

Highest open-air Temperature on 12th...83
Lowest open-air Temperature on 13th...75

SUNRISE AND SUNSET IN HONGKONG.

Date.	Sunrise.	Sunset.
October, 14	6.19 a.m.	6.00 p.m.
,, 15	6.20 ,,	5.59 ,,
,, 16	6.20 ,,	5.58 ,,
,, 17	6.20 ,,	5.56 ,,
,, 18	6.21 ,,	5.56 ,,
,, 19	6.21 ,,	5.55 ,,
,, 20	6.22 ,,	5.54 ,,
,, 21	6.23 ,,	5.53 ,,
,, 22	6.23 ,,	5.53 ,,
,, 23	6.23 ,,	5.52 ,,
,, 24	6.24 ,,	5.51 ,,
,, 25	6.24 ,,	5.51 ,,
,, 26	6.25 ,,	5.50 ,,
,, 27	6.25 ,,	5.50 ,,
,, 28	6.26 ,,	5.49 ,,
,, 29	6.26 ,,	5.48 ,,
,, 30	6.26 ,,	5.47 ,,
,, 31	6.27 ,,	5.46 ,,
November 1	6.28 ,,	5.46 ,,

HONGKONG TIDE TABLE.

From 14th to October, 20th, 1920.

Days of Week or	Days of Month	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur.	14	m 11 29	5 8	m 4 37	1 9
		10 21 a	7 4	4 13 a	3 5
Fri.	15	0 17 a	5 4	m 5 20	2 0
		10 49 a	7 4	4 40 a	3 7
Satur.	16	1 10 a	5 0	m 6 7	2 2
		11 18 a	7 3	5 6 a	4 0
Sun.	17	2 20 a	4 8	m 6 58	2 4
		11 49 a	7 0	5 33 a	4 4
Mon.	18			m 7 56	2 7
		4 6 a	4 7	6 2 a	4 6
Tues.	19	m 0 25	6 8	m 9 9	2 8
		No infer.	high-	nor low-	water
Wed.	20	m 1 18	6 5	m 10 23	2 9
		No infer.	high-	nor low-	water

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To Sail
BOSTON & NEW YORK via PANAMA CANAL	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 15th inst.
NEW YORK & Boston via SUEZ CANAL	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	About 20th Nov.
NEW YORK via SUEZ	Montrose	Brit.	The Bank Line, Limited	On 15th Nov.
NEW YORK via PANAMA	Tydeus	Brit.	The Bank Line, Ltd.	On 24th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 23th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 21st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 23rd Nov.
SEATTLE, TACOMA, VICTORIA, VANCOUVER, &c.	Tajima Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 A.M.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Nile	Am.	Frank Waterhouse & Co.	About 15th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Kidridge	Am.	The Admiral Line Pacific S.S. Co.	About 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 21st inst.
VICTORIA, SEATTLE & TACOMA	Montcalm	Brit.	Canadian Pacific O.S. Ltd.	On 28th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
MARSEILLES & LONDON via STUBB, PENG &c.	Kashgar	Brit.	P. & O.-B. L. & A. L.	About 22nd inst.
MARSEILLES, HAVRE & LIVERPOOL	Idomeneus	Brit.	Butterfield & Swire	On 1st Nov.
MARSEILLES via HAIPHONG, SAIGON, STUBB &c.	Porthos	Fren.	Messageries Maritimes	About 10th Nov.
LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 21st Nov.
GENOA & LONDON	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	About 28th inst.
GENOA, GLASGOW & LIVERPOOL	Peleus	Brit.	Butterfield & Swire	On 26th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Miahima Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
LONDON, ANTWERP & ROTTERDAM &c.	Argun Maru	Jap.	Osaka Shosen Kaisha	On 21st inst.
LONDON, AMSTERDAM & HAMBURG	Keemun	Brit.	Butterfield & Swire	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	Teiresias	Brit.	Butterfield & Swire	On 21st inst.
LONDON, ROTTERDAM & ANTWERP	Argus	Brit.	Butterfield & Swire	On 16th Nov.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
ROTTERDAM & HAMBURG	Tjimanook	Jap.	Java-China-Japan-Lijn	On 25th inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O.-B. L. & A. L.	About 16th inst.
BOMBAY & COLOMBO	Burma Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
BOMBAY & COLOMBO via SINGAPORE	Jinsho Maru	Jap.	Nippon Yusen Kaisha	On 27th inst.
STRAITS & CALCUTTA	Yatshing	Brit.	Jardines, Matheson & Co., Ltd.	On 19th inst., at 3 P.M.
SINGAPORE, PENANG, C'BO, BRINDISI VENICE, &c.	Africa	Brit.	Dodwell & Co., Ltd.	About 7th Nov.
SINGAPORE, PENANG & BELAWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	
CALCUTTA via STRAITS & RANGOON	Gregory Apcar	Brit.	P. & O.-B. L. & A. L.	On 15th inst., at 1 P.M.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Kotsu Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 13th inst
SOUTH AMERICAN PORTS via CAPE	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 21st inst.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A.M.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. L. & A. L.	About 1st Nov.
AUSTRALIAN PORTS via MANILA	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 8th Nov.
SUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Canada Maru	Jap	Osaka Shosen Kaisha	On 2nd Nov.
VAL. PARAISO via JAPAN, HONOLULU, SAN FCISCO &c.	Seiyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Nov.
JAPAN	Hokuto Maru	Brit.	Dodwell & Co., Ltd.	About 19th inst.
JAPAN PORTS	Havana Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
NAGASAKI, KOBE & YOKOHAMA	Aki Maru	Jap	Nippon Yusen Kaisha	On 16th inst., at 11 A.M.
NEWCHWANG, TIENTSIN via WEIHAIWEI & CHEFOO	Chipshing	Brit	Jardine, Matheson & Co., Ltd.	On 15th inst., at 2 P.M.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 14th inst., at 2 P.M.
SHANGHAI & JAPAN	Novara	Brit	P. & O.-B. L. & A. L.	On 16th inst., at Noon.
SHANGHAI & TSINGTAO	Yingchow	Brit.	Butterfield & Swire	On 16th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
SHANGHAI	Tungshing	Brit	Jardine, Matheson & Co. Ltd.	On 21st inst., at Daylight.
SHANGHAI	Sunning	Brit.	Butterfield & Swire	On 21st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Cordillera	Fren	Messageries Maritime	About 22nd inst.
SHANGHAI	Tillwong	Jap.	Java-China-Japan Lijn	On 5th Nov.
SHANGHAI	Perim	Brit.	Dodwell & Co., Ltd.	On 19th inst., at 4 P.M.
SHANGHAI	Szechuen	Brit	Butterfield & Swire	On 15th inst., at 1 P.M.
AMOY, SHANGHAI & PUKOW	Haihong	Brit.	Douglas Lapraik & Co.	On 13th inst., at 10.45 A.M.
SWATOW, AMOY & FOOCHOW	Kaichow	Brit.	Butterfield & Swire	On 19th inst., at 1 P.M.
SWATOW & RANGOON	Haileong	Brit.	Douglas Lapraik & Co.	On 22nd inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	Hatching	Brit.	Douglas Lapraik & Co.	On 20th inst., at 8 A.M.
SWATOW, AMOY & FOOCHOW	Takatag	Brit.	Jardine, Matheson & Co., Ltd	On 17th inst.
HAIPHONG via HIONOW	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
KEELUNG via SWATOW & AMOY	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 15th inst. at 3 P.M.
TAKAO via SWATOW & AMOY	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 20th inst., at Noon.
MANILA	Taming	Brit.	Butterfield & Swire	On 1st Nov.
MANILA, CEBU & ILOILO	Shisen Maru	Jap.	Osaka Shosen Kaisha	About 22nd inst.
SAIGON, BANGKOK & SINGAPORE	Tjibodas	Dut.	Java-China-Japan Lijn	
JAVA				

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TRANS-PACIFIC FREIGHT SERVICE.

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Sailings from Hongkong.

"TYDEUS"	via Panama ...	...	24th Nov.
"CITY OF AGRA"	... via Suez	...	3rd Dec.
"ROMEO"	... via Suez	...	20th Dec.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD. HONGKONG. HEISS & CO., CANTON.

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CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" November 8th.

For Freight and Passage apply to—

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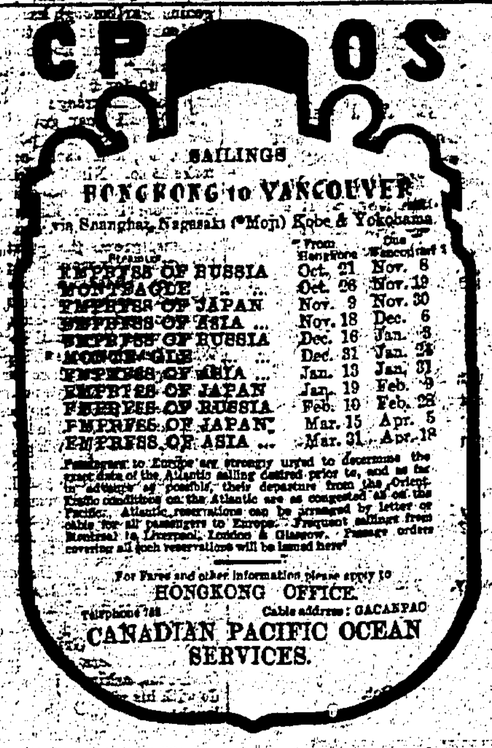
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For BOSTON & NEW YORK

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THE EAST ASIATIC CO., LTD.,

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will be loading about the **Middle of October** for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates.

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Mr P. San Wessem
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Mr & Mrs E. Zobel, family and nurse

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
HONGAY	"YUNNAN"	On 14th Oct.,	10 A.M.
"SHANGHAI	"SINKIANG"	On 14th Oct.,	2 P.M.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 16th Oct.,	4 P.M.
SWATOW and BANGKOK	"KANCHOW"	On 19th Oct.,	10 A.M.
AMOY, SHANGHAI & FUKOW...	"SZECHUEN"	On 19th Oct.,	4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 20th Oct.,	Noon
"SHANGHAI	"SUNNING"	On 21st Oct.,	Noon.
SHANGHAI & TSINGTAO	"CHENAN"	On 23rd Oct.,	4 P.M.

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"HAILOONG"	Capt. J. B. Thomson	TUESDAY,	19th Oct., at 1 P.M.
"HATUHING"	Capt. A. H. Stewart	FRIDAY,	22nd Oct., at 1 P.M.

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S.S. VINITA	Oct. 18th.	S.S. VINITA	Oct. 21st
S.S. WEST HIKA ...	Nov. 20th.	S.S. WEST HIKA ...	Dec. 2nd.

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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	16th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	8,900	19th Nov.	Marseilles, London & Antwerp
"NELLORE"	8,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA - APCAR - SAILINGS (South)

"GREGORY APCAR"	4,800	15th Oct. 1 P.M.	Calcutta via S'pore, P'ang & R

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"KANOWNA"	7,400	30th Nov.	

SAILINGS TO SHANGHAI & JAPAN

"NOVARA"	8,900	16th Oct Noon.	Shanghai Moji, Kobe & Y'hama
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	8,900	24th Oct.	Shanghai & Japan.
"JAPAN"	6,000	29th Oct.	Shanghai & Japan.
"DILWARA"	8,400	30th Oct.	Shanghai Only

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents for advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

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"ARGUN MARU" Thursday, 21st Oct

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.
"CANADA MARU" (Taking Passengers) ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
BURMA MARU" Saturday, 16th Oct.
*"KASADO MARU" Saturday, 30th Oct.
*(Taking Passengers)

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHIRE MARU" Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

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"MANILA MARU" (Taking Passengers) Saturday, 16th Oct

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" Sunday, 7th Nov.

NEW ORLEANS LINE.
"SUMATRA MARU" Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
*"HAVANA MARU" Monday, 25th Oct.
* Omit Yokkaichi Call Shanghai.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" Sunday, 17th Oct.

TAKAO VIA SWATOW & AMOY.
"SOSHU MARU" Saturday, 16th Oct

For sailing dates and further particulars please apply to—

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia.	Lv. Hongkong for Australia
"TAIYUAN"	18th Oct.	21st Oct., 4 P.M.

SAILING SUBJECT TO ALTERATION.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	23,000	...Oct. 28th.
SHINKO MARU	23,000	...Nov. 22nd.
PERSIA MARU	9,000	...Dec. 22nd.

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THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
SHIYO MARU	14,000	Nov. 9th.
TOKUYO-MARU (Cargo only)	———	Dec. 9th.
KIYO MARU	17,900	Jan. 10th, 1921.

For full information regarding passengers, freight an sailings apply to—

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Agents at Canton:
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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE"... — ...	On or about 22nd Oct.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID ...	"PORTHOS" — 20,000 —	On or about 10th Nov.

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"WHEATLAND" About Nov. 17th.

For PORTLAND direct.

"ABERCOS About Oct. 23rd.
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The most comfortable route to America and Europe.

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U.S. SHIPPING BOARD VESSEL
FOR SAN FRANCISCO.

HONGKONG—CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" Sailing Friday, October 15th, for Calcutta via Saigon, Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL SS. CO.
Hotel Mandoos
Cable Address "BOLANO"

Telephone 141.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Manila and Australia	*Aki Maru*	14th Oct.
Shanghai	*Yingchow*	14th Oct.
Shanghai	*Szechuen*	15th Oct.
Europe (via Suez)	*Novara*	15th Oct.
Shanghai	*Bencrella*	15th Oct.
Manila and Australia	*Taiyuan*	16th Oct.
Straits and Calcutta	*Hokodate Maru*	16th Oct.
Japan and Shanghai	*Yashima Maru*	17th Oct.
Straits and Bombay	*Tenshin Maru*	19th Oct.
Straits	*Inaba Maru*	20th Oct.
Straits and Calcutta	*Bombay Maru*	23rd Oct.

OUTWARD MAILS.

For	Per	Date
Philippine Islands, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.	*Tajima Maru*	Thursday, 14th, 10.00 A.M.
Shanghai, and North China	*Sinkiang*	Thursday, 14th, 10.00 A.M.
Fort Bayard	*Wu Sun*	Thursday, 14th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt &*EUROPE via SUEZ	*Stentor*	Registration 9.45 A.M. Letters 10.30 A.M.
Fort Bayard	*Hok Canton*	Thursday, 14th 11.00 A.M.
*Tientsin, *Weihaiwei and *Chefoo	*Chipshing*	Thursday, 14th, 1.00 P.M.
Shanghai and North China	*Kangean*	Thursday, 14th, 2.00 P.M.
Fort Bayard	*Shun Shing*	Thursday, 14th, 3.00 P.M.
Hoihow and Pakhoi	*Kim Ying Fat*	Thursday, 14th, 5.00 P.M.
Swatow, Amoy and Foochow	*Hai Hing*	Friday, 15th, Noon
Straits, Pangkok, Calcutta and Aden	*Gregory Apear*	Friday, 15th, Noon
Philippine Islands	*Loongsang*	Friday, 15th, 4.00 P.M.
Saigon	*Pheumanh*	Friday, 15th, 4.00 P.M.
Philippine Is., *Shanghai *North China, *Japan via Nagasaki, *Canada, *United States, *Central and *South America, and *EUROPE via VICTORIA, B.C.	*Manila Maru*	Friday, 15th, Registration 5.00 P.M. Letters 5.0 P.M.
Swatow, Amoy and Formosa via Takao	*Soshu Maru*	Saturday, 16th, 9.00 A.M.
Japan via Nagasaki	*Aki Maru*	Saturday, 16th, 10.00 A.M.
Shanghai and North China	*Novara*	Saturday, 16th, 11.00 A.M.
Swatow, Amoy and Formosa via Keelung	*Yingchow*	Saturday, 16th, 3.00 P.M.
Straits, Pangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Amakusa Maru*	Sunday, 17th, 9.00 A.M.
Swatow and *Bangkok	*Mishima Maru*	Monday, 18th, Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Foochow	*Kanchow*	Tuesday, 19th, 9.00 A.M.
Straits, Bangkok Calcutta and Aden	*Hai Leong*	Tuesday, 19th, Noon
Amoy, *Shanghai and *North China	*Yatshing*	Tuesday, 19th, 2.00 P.M.
Philippine Islands	*Szechuen*	Tuesday, 19th, 3.00 P.M.
*Shanghai and *North China	*Taming*	Wednesday, 20th, 11.00 A.M.
*Shanghai and *North China	*Tungshing*	Wednesday, 20th, 5.00 P.M.
*Shanghai, *N. China, and *Japan via Kobe	*Sunning*	Thursday, 21st, 10.00 A.M.
	Inaba Maru	Thursday, 21st, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	*Empress of Russia*	Thursday, 21st, Registration 9.15 A.M. Letters 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marquis, India via Dhanushkodi, Egypt and EUROPE via SUEZ	*Teiresias*	Thursday, 21st, Registration 9.45 A.M. Letters 10.30 A.M.
The Parcel Mail will be closed on Wed'day, 21st, Oct. at 5 P.M.		
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island	*Taiyuan*	Thursday, 21st, Registration 1.45 P.M. Letters 2.30 P.M.
Philippine Islands, Australia and New Zealand, via Thursday Island	*Nikko Maru*	Friday, 22nd, Registration 8.45 A.M. Letters 9.30 A.M.
Swatow, Amoy, and Foochow	*Haiching*	Friday, 22nd, Noon.
Shanghai, and N. China	*Ohenan*	Saturday, 23rd, 3.00 P.M.
Shanghai, N. China, and Japan via Kobe	*Kamo Maru*	Friday, 29th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marquis, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Sado Maru*	Friday, 29th, Registration 9.45 A.M. Letters 10.30 A.M.

* Correspondence bearing Vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

"KEEMUN"	17TH OCT.	London, Amsterdam & Hamburg.
"TEIRESIAS"	21ST OCT.	London, Amsterdam & Antwerp.
"ATREUS"	16TH NOV.	London, Rotterdam & Antwerp.
"ELPENOR"	23RD NOV.	London, Amsterdam & Hamburg.
"AGAPENOR"	1ST DEC.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PELEUS"	26TH OCT.	Genoa, Liverpool & Glasgow.
"IDOMENEUS"	1ST NOV.	Marseilles, Havre & Liverpool.
"TELAMON"	2ND NOV.	Liverpool
"ANTILOCHUS"	15TH NOV.	Genoa, Ms'lles, L'pool, & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TEUCER"	20TH OCT.	Victoria, Seattle & Vancouver.
"IXION"	16TH NOV.	
"TALTHYBIUS"	7TH DEC.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"TYDEUS"	24TH NOV.	via Panama.

HOMEWARD PASSENGER SERVICE

"TEIRESIAS"	21ST OCT.	for London direct.
"IDOMENEUS"	3RD NOV.	for Liverpool via Marseilles.
"PYRRHUS"	21ST DEC.	for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.
October 13th.

ON LONDON.—	
Telegraphic Transfer	3/11
Bank Bills, on demand	3/11⅛
Bank Bills, at 30 days sight	3/11⅛
Bank Bills, at 4 months' sight	3/11⅛
Credits, at 4 months' sight	4/1
Documentary Bills, 4 months' sight	4/1
ON PARIS.—	
Bank Bills, on demand	
Credits, 4 months' sight	1100
ON NEW YORK.—	
Bank Bills on demand	nom
Credits, at 60 days' sight	71½
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank bills, at sight	nom
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	134
ON MANILA.—On demand—Pesos	147 n.
ON SINGAPORE.—On demand	170
ON BATAVIA.—On demand	318
ON HAIPHONG.—On demand	nom
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	53⅞
SOVEREIGNS, Bank's Buying rate	$ 5.00 n.
GOLD LEAF 100 fine, per tael	$38.90
BAR SILVER per oz	54½d.

	Per cent.	
Hongkong	20 cents piece	$0.00 Premium
Hongkong	10 "	0.15 "
Canton	20 "	13.05 Discount.
Canton	10 "	0.00 "

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000.
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors
Hon. Mr. K. V. D. PAPE—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.
G. H. Dodwell, Esq. | Hon. Mr. J. Johnson.
G. T. M. Edkins, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 8

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) 45,000,000
Reserve Funds 9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tookyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Kaenko, Kelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
2, Des Voeux Road, Central,
Hongkong, September 1st, 1920. [42

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 2.

Authorised Capital	£2,000,000
Subscribed Capital	£1,600,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bharu Port Louis (Mauritius)

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7 Queen's Road Central,
Hongkong June 30th, 1920. [44

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Funds	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Pakhoi	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS.
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. 76

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

AUTHORISED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 50,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow,	Haiphong	Moukden
New York	London	Antwerp.

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	200,000.00

DIRECTORS:
Mr. PONG WAI-TING, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum.

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. [109

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

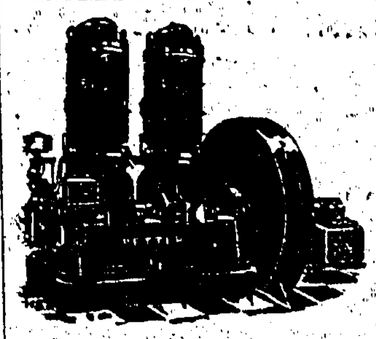
Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

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SEMI-DIESEL CRUDE OIL ENGINES



100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

SIMPLICITY—
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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

[20

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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This vessel offers excellent cabin accommodation for saloon passengers.
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For Freight and passage apply to:—
JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574 Agents.

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital $4,000,000
Surplus $1,100,000
HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All Descriptions of banking business transacted.
Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

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THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$60,000,000.00
Paid-up Capital	12,379,800.00
Reserve Funds	3,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEI,
Manager.

Hongkong, February 6th, 1920. 6

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

CHIEF MANAGER..... Mr. L. S. HOLUM.
ASST. MANAGER..... Mr. K. T. WONG.

Foreign exchange and general banking business transacted. Current, Savings and Fixed Deposits bear interests at rates of 3% 4% and 5% respectively.

L. S. HOLUM,
Chief Manager.

Hongkong, 2nd October, 1920. [157

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